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A Brief History of Canada's National Parks

by W. F. Lothian

Disponible en français.

Cover photo : *Climbers silhouetted against the Yoho Glacier Upper Yoho Alpine Club of Canada, 1914, Courtesy of : The White Museum of the Canadian Rockies, Banff. The Byron Harmon Collection.*

Publisher's Note

In this edition, the imperial measures in the original texts of chapters 1, 2, and 3, except those within quotations or historical passages, have been converted to metric. The following chart summarizes the metric-imperial conversions and the international metric symbols used throughout this publication.

Metric	*International symbol*		*Imperial*
1 kilometre	km	.6214	miles
1 metre	m	1.094	yards
		3.281	feet
1 centimetre	cm	.3937	inch
1 millimetre	mm	.039	inch
1 square kilometre	km^2	.386	square mile
1 hectare	ha	2.471	acres
1 cubic metre	m^3	1.308	cubic yards
1 litre	L	.2200	gallon
1 hectolitre	hL	21.9969	gallons
1 tonne	t	2000	pounds
1 kilogram	kg	2.205	pounds

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Foreword

Signing the agreement for Ellesmere Island National Park Reserve: Hon. Tom McMillan, Hon. Tagak Curley, Chief Superintendent Bob Head, Royal Canadian Mounted Police.

The wind was glacier cold and the temperature minus 15 at Tanquary Fjord on 20 September 1986 when with Tagak Curley, Minister of Economic Development and Tourism for the Northwest Territories, I signed an agreement to establish the Ellesmere Island National Park Reserve.

I was, literally, on top of the world — a few hundred kilometres from the North Pole, surrounded by the austere mountains of the Canadian Arctic, proud to be taking part in establishing a new national park, one of the most northern anywhere in the world.

Of all the wonders of Canada's national parks, perhaps none is more astonishing than the fact that they exist at all. Today, they are so much a part of our way of life that it is easy to forget they did not always exist. They were willed into being in 1885, when the government of Sir John A. Macdonald passed Order-in-Council 2197, which vested in the Crown all rights to 26 square kilometres of land at the Banff Hot Springs. Eighteen months later, the Parliament of the young nation took an even bolder step when it passed the Rocky Mountains Park Act, which established the world's third national park system.

Once begun, the idea of creating national parks excited Canadians: almost immediately, the government reserved thousands of square kilometres of land for future park use. But I doubt that even Sir John A., with all his vision and his confidence in Canada's future, could have foreseen the legacy he was creating.

Today, in addition to 75 historic sites and nine heritage canals, we have 32 national parks, ranging from a group of islands in the St. Lawrence River that total less than five square kilometres, to the splendour of Wood Buffalo, almost 45,000 square kilometres. Taken together, Canada's national parks offer an impressive range of experiences — whether the isolated grandeur of Nahanni National Park Reserve or the friendly accessibility of Prince Edward Island National Park, in my own home province. As the Minister responsible for ensuring the integrity of Canada's national parks, my job is to act as trustee on behalf of their real landlords, the people of Canada.

Our challenge is to discover ways of conserving the pristine beauty of the park while, at the same time, permitting them to be used to amuse, inform, train, delight, comfort, and even inspire, people, especially our youth. Otherwise, who will care about our parks today? And who will learn to care for them tomorrow?

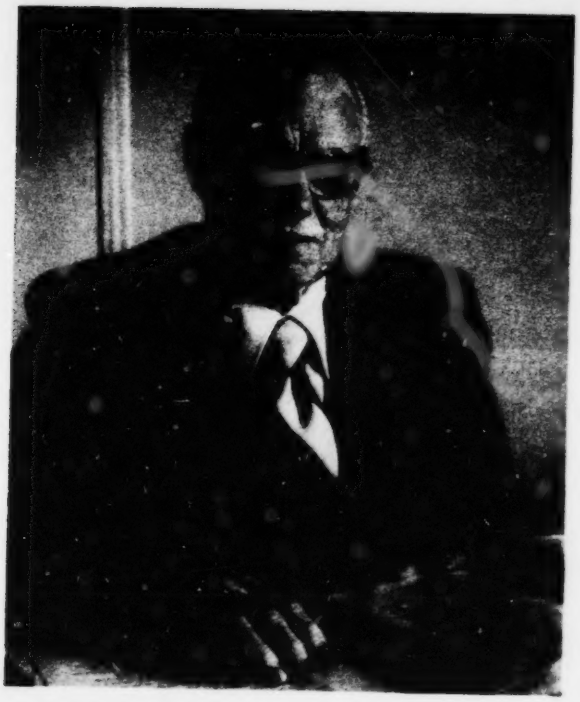
Parks are not a frill, peripheral to the Canadian experience. They are in its very marrow. That fact lends special poignancy to the words of a native elder at a Royal Commission hearing several years ago. "We did not inherit the land from our forefathers," he said, "We hold it in trust for our children." This brief history of Canada's national parks is an important contribution to our appreciation of that trust.

The chronicle of the growth of the national park system that we know today will be a valuable reference for all those who share the desire to preserve our national parks for the people of Canada — for their benefit, education, and enjoyment, to be maintained and made use of in a way that leaves them unimpaired for future generations.

The author, W. Fergus Lothian, has drawn on his own experience and knowledge, acquired during almost 40 years as a Parks employee, and on the records and recollections of other employees, past and present. His story records the adventures and achievements of those who leave a heritage that can be cherished by all Canadians.

Tom McMillan, P.C., M.P.,
Minister of the Environment

About the Author

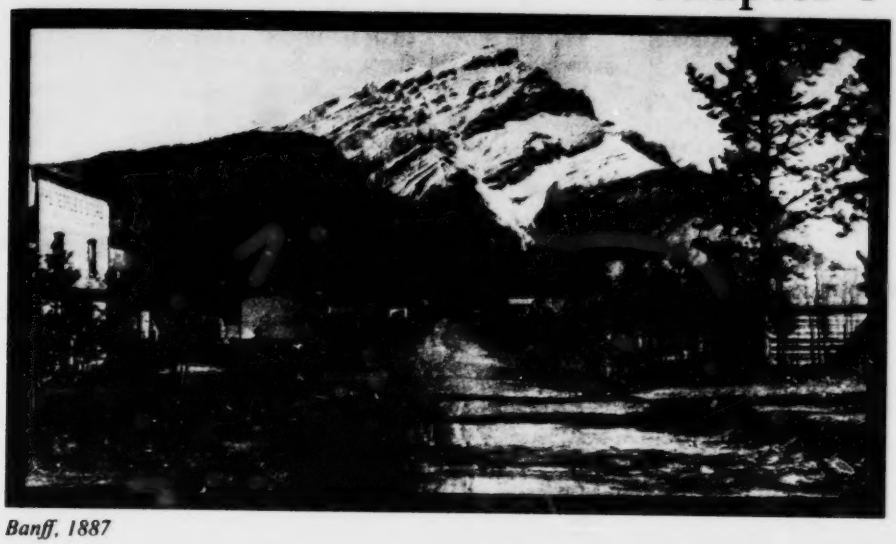


William Fergus Lothian, the author of this history, completed nearly 64 years in the Public Service of Canada on March 31, 1981. Much of his service was with Parks Canada. He fulfilled successively the duties of clerk, book-keeper, publicity assistant, publicity writer, and administrator, ending his permanent service of 51 years as Assistant Chief of the National Parks Service.

Following his retirement in 1968, he accepted an invitation from his director to compile, under contract, a definitive history of the development of national parks in Canada. This volume is a revised and expanded edition of the first of a series of four volumes published from 1976 to 1983.

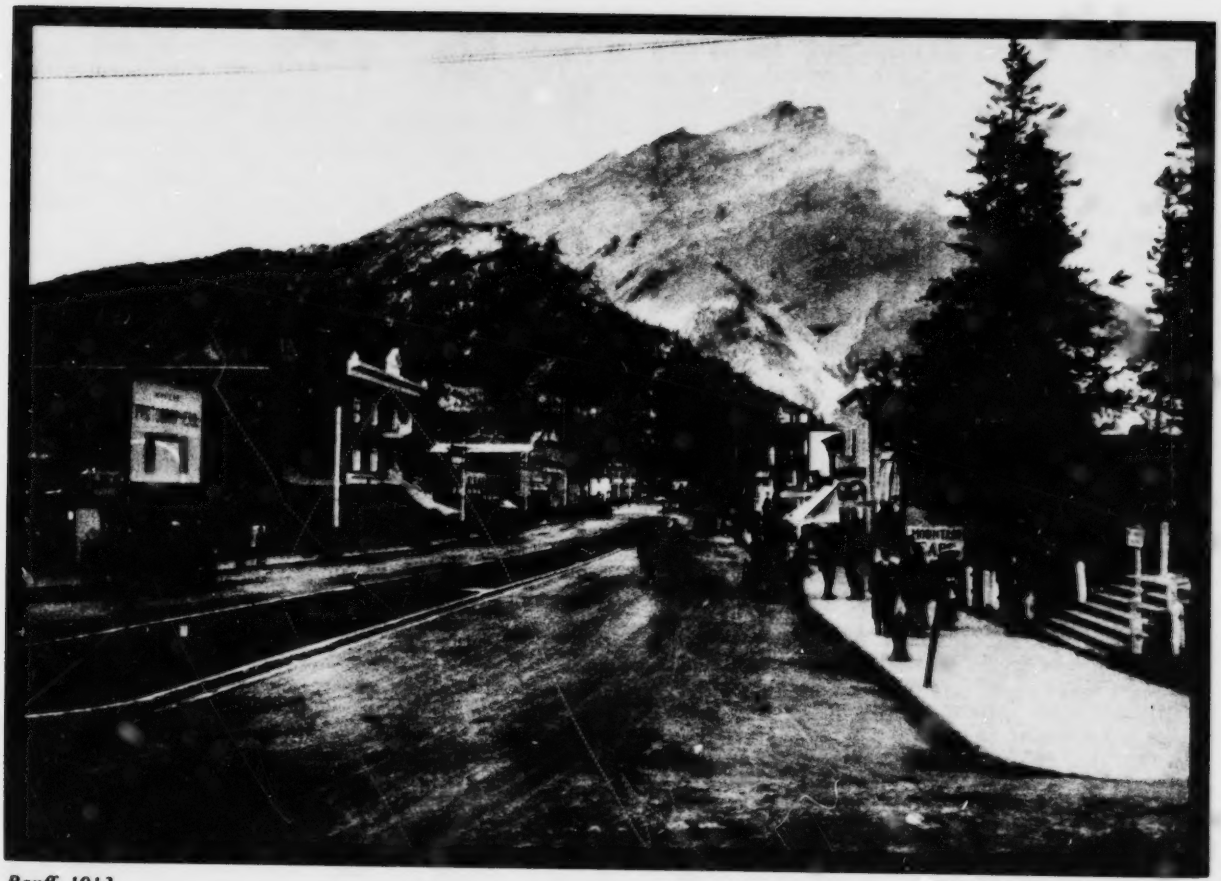
"Ferg" Lothian has had an active life. He has headed tennis and badminton governing bodies in the national capital; wrote a sports column for the *Ottawa Journal* for 17 years; and is an honorary life member of the Ottawa Tennis Club. He is a former director of the Historical Society of Ottawa, an emeritus member of the Professional Institute of the Public Service of Canada, and in 1978 was awarded the J.B. Harkin medal by the National and Provincial Parks Association of Canada in recognition of his service and contribution to the administration of national parks. Mr. Lothian was 86 years old on June 16, 1986.

Chapter 1



Banff, 1887

The Early Years (Up to 1900)



Banff, 1913

Introduction

The year 1885 was a momentous one for Canadians. Its annals recorded the fulfilment of a long-cherished national dream—the linking of eastern Canada with the Pacific coast by a transcontinental railway. It witnessed the early settlement of the Prairies and the suppression of an armed rebellion by Indians and half-breed residents of the North West Territories against the Government of Canada. The closing months of the year also chronicled the reservation for public use of mineral hot springs in the Rocky Mountains near the railway station of Banff, the first step in the development of Canada's unique and wide-spread system of National Parks.

Over the years, the term "park" has enjoyed a broad definition, ranging from small landscaped enclosures to extensive primitive areas. In mediaeval Europe, parks, some of substantial size, were a recognized institution. The New Forest in southwestern Hampshire, England, afforested by William the Conqueror in 1079, and the Great Park at Windsor are examples. The first edition of the Encyclopaedia Britannica, published at Edinburgh in 1771, defines "park" as "a large enclosure privileged for wild beasts of chace (sic) either by prescription or the King's grant".[1] Since these early parks functioned as hunting areas for a privileged minority, their preservation was essential and obviously they helped to perpetuate native wildlife and a necessary wilderness condition. Outside these reserves, arable land was generally cultivated intensively and most original forms of wildlife risked extinction.

The National Park Idea

Happily, over the years, the word "park" has earned a wider connotation, and in North America, "National Park" defines an area set aside as a public heritage or trust, to preserve forever outstanding examples of a nation's scenery, wilderness, geology, natural phenomena or native flora and fauna. Instead of forming private preserves, these parks are dedicated to public use and enjoyment by the citizens of the country to which they belong. Since its inception during the latter part of the nineteenth century, the national park movement has spread until every continent and most large nations now have national parks.

Canada's first national park owed its creation to far-sighted legislators who realized that natural phenomena in the midst of scenic magnificence should be preserved and administered as a public rather than a private enterprise. The construction of the first transcontinental railway had brought hundreds of adventurous and ambitious young men across the western plains to the Rocky Mountains. Here among the towering peaks, some of them discovered mineral hot springs flowing from the mountainside. Conflicting claims of discovery brought these remarkable discoveries to the attention of the Government of Canada. With the option of granting title and the privilege of development to private individuals, the Minister of the Interior decided instead to retain the springs and surrounding lands as a national possession, in order that they might have the greatest possible use and enjoyment at minimum cost by Canadians and their guests. A backward glance over the events which preceded this historic decision may be of interest.

Early Exploration

Less than a decade before the coming of the railway, the mountain region of Western Canada embracing the Canadian Rockies was relatively unknown, except to the native Indians and to the traders, explorers and others who had penetrated its forbidding passes. Early travellers including David Thompson, Sir George Simpson, Father Pierre de Smet and Dr. James Hector of the Palliser Expedition had left written records of their experiences, but to others, lacking the stimulus and the resources for planned exploration, the lofty summits, deep valleys and primeval forests west of the great plains were an unknown country, primitive, trackless and virtually inaccessible.

Although the "search for the western sea" had been carried on by North American explorers from the earliest days, only in the early part of the nineteenth century were the central Canadian Rockies first explored. Alexander Mackenzie had reached the Pacific coast in 1793 from Fort Chipewyan on Lake Athabasca by way of the Pine, Peace, Parsnip, Fraser, Blackwater and Bella Coola Rivers.[2] David Thompson and Duncan McGillivray, in the employ of the North West Company, penetrated the eastern Rockies up Bow River in 1800 to a point near present-day Exshaw.[3] Later in 1807, Thompson, an indefatigable traveller, crossed the Rockies from Rocky Mountain House just north of Lake Windermere, headwaters of the Columbia River.[4] Thompson's reputation as an explorer was further enhanced by his discovery and crossing of the Athabasca Pass in the winter of 1810-11. The summit was reached in January, 1811, when camp was made on 6 m of snow. This crossing established a route used in later years by the annual fur brigades on their way to Fort Edmonton from the Pacific Coast.

The tortuous route over Athabasca Pass known as the "Athabasca Trail" later was supplanted by an easier one over Yellowhead Pass to the north. This new access to the Pacific, by way of Fraser River, appears to have come into use about 1826.[5] Years later in the twentieth century, it was to be selected as the route for the trans-continental lines of the Grand Trunk and Canadian Northern railway companies, since amalgamated as Canadian National Railways.

A new route across the central Rockies was pioneered in 1841 by Sir George Simpson, Governor of the Hudson's Bay Company, in the course of his journey around the world. Simpson's account of his travels form the first documented account of the penetration of the Bow River Valley past the present town of Banff.[6] Led by a Cree Indian guide, Simpson followed an Indian trail through Devil's Gap, circled Lake Minnewanka, and followed Bow River westerly to the mouth of Healy Creek. From there, the creek was followed to a point on the continental divide now known as Simpson Pass. Simpson was enchanted with the alpine uplands and his description of the area expressed his delight in observing the presence of mountain heather.

> *From the vicinity of perpetual snow we estimated the elevation of the height of land to be seven or eight thousand feet above the level of the sea, while the surrounding peaks appeared to rise nearly half of that altitude over our heads ... In addition to the physical magnificence of the scene I here met an unexpected*

reminiscence of my own native hills in the shape of a plant which appeared to me to be the very heather of the Highlands of Scotland and I might well regard the reminiscence as unexpected in as much as in all my wanderings for more than twenty years, I had never found anything of the kind in North America. As I took a considerable degree of interest in the question of the supposed identity, I carried away two specimens, which, however, proved upon minute comparison to differ from the genuine staple of the brown heaths of the "land o'cakes."[7]

More than 80 years later James Brewster of Banff discovered, in the pass, a fallen tree trunk bearing the initials GS-JR 1841, believed to be those of Simpson and James Rowand, Chief Factor of the Company, who accompanied Sir George on the mountain crossing from Fort Edmonton to Kootenay River and the company posts on the Columbia River and Pacific Coast.

Missionary Travels

Four years after Simpson's traverse of the Rockies, Father Pierre de Smet, a Jesuit missionary, crossed White Man's Pass on his journey from Oregon Territory to the western plains, where he had planned to visit the Blackfeet Indians. On his return journey from Fort Edmonton, Father de Smet selected Athabasca Pass as his return route across the Rockies, by way of the Athabasca, Whirlpool and Wood Rivers. His journey up the Athabasca Valley was broken by a stop-over in the vicinity of Jasper House, a North West Company trading post. Here he spent more than three weeks, baptizing and marrying the native Indians and, incidentally, fasting to reduce his weight for the strenuous passage across the mountains. As his party made the ascent of the pass, they met a fur brigade of the Hudson's Bay Company from Fort Vancouver in the charge of Edward Ermatinger.[8]

Another missionary, the Reverend Robert T. Rundle, left in his journal a record of a visit to the present site of Banff in 1847. Rundle had reached Bow River outside the mountains in 1841, and six years later his Indian guides brought him to the foot of Cascade Mountain where he camped for several days.[9] Although the records left by these pioneer missionaries do not contain much scientific information, the accounts of their travels through primitive wilderness regions now included in national parks provide an interesting commentary on means of transportation, the physical effort involved, and the dependence on native fish and game for daily sustenance.

The Palliser Expedition

Shortly after the middle of the nineteenth century, the scientific exploration of western Canada including the mountain region beyond the plains was undertaken by the Palliser Expedition. Authorized by the Government of Great Britain, it was organized to explore the North West Territories of Canada for opportunities of immigration and settlement, and also to find, if possible, a suitable route for a road or railway across the Rocky Mountains to connect posts and settlements on the western coast with the eastern colonies. Motivating this broad program in part were the explorations undertaken south of the International Boundary by the United States Government. In 1853, the Secretary of War had been authorized by the President of the United States to carry on explorations and surveys that would determine the most practical and economic route for a railroad from the Mississippi River to the Pacific Ocean and thus connect the states on the Atlantic with those on the Pacific Coast. As Captain Palliser pointed out in the foreword to his report, successive parties organized by the United States Government had compiled reports which, on publication, had filled "twelve large quarto volumes abounding with valuable information of every kind respecting the country and embellished with views of scenery".[10] Conversely, the physical characteristics of some portions of British North America lying between the western shore of Lake Superior and Okanagan Lake and north of the International Boundary were well known, especially in the vicinity of Red River where the Selkirk settlement had been made. Also known were the valleys of the Assiniboine and the North Saskatchewan Rivers along which the Hudson's Bay Company had established trading posts. The southerly portion of the country along the South Saskatchewan River remained comparatively unknown. Although Sir George Simpson had described his crossing of the Rockies in 1841, and James Sinclair had guided parties over the same route to Oregon Territory on the Pacific Coast, specific information on the difficulties encountered and how they could be avoided or removed was not available. Captain Palliser's program included exploration of the portion of British North America which lay between the north branch of the Saskatchewan River and the International Boundary and the Red River and Rocky Mountains. He was also instructed to "ascertain whether one or more practical passes existed over the Rocky Mountains within British Territory and south of that known to exist between Mount Brown and Mount Hooker (Athabasca Pass). Palliser also was authorized, if he so desired, to proceed westward from the Rocky Mountains to Vancouver Island".[11]

As leader of the expedition, Captain Palliser had as associates Dr. James Hector, a geologist: Lieutenant Thomas Blakiston, Royal Artillery; Eugene Bourgeau, a botanist; and John W. Sullivan, who served as secretary of the expedition. The first season's work in 1857 was confined mainly to the Great Western Plains whereas in 1858 exploration was extended westward into the Rocky Mountains and beyond. Most of the known passes over the continental divide north of the International Boundary were explored by parties of the expedition. Palliser led his group in 1858 from Fort Carlton to the Bow River and over Kananaskis Pass to the Kootenay River, returning to Fort Edmonton by way of Kootenay Pass, farther south. The following year, Palliser explored territory west of North Kootenay Pass to the Columbia River. Later he made his way to the Pacific Coast and reached Fort Vancouver on the Columbia River. From that point he sailed to Fort Victoria on Vancouver Island. Lieutenant Blakiston's expedition explored the area east and west of the North and South Kootenay Passes, including lands now included in Waterton Lakes National Park.

Dr. Hector's Discoveries

The most interesting explorations, in the light of later developments in the Canadian Rockies, were those under-

taken by Dr. (later Sir James) Hector. Dr. Hector's explorations in 1858, on which he was accompanied by Eugene Bourgeau, the expedition's botanist, took him up Bow River past the future site of Banff.[12] On August 15, he camped on the "little prairie" at the foot of the "mountain where the water falls" (sic, Cascade Mountain). A detour made southwesterly over Vermilion Pass brought him to the Vermilion and Kootenay Rivers over a route to be selected more than 50 years later for the Banff-Windermere Highway. Hector then pushed his way northeasterly up the Kootenay to its source, then down the Beaverfoot River to the Kicking Horse River, so named as a result of an accident sustained by Hector. This is how he described the incident that led to the naming of one of the most famous and much-travelled passes in Canada.

> *August 29th ... A little way above this fall, one of our pack horses, to escape the fallen timber, plunged into the stream, luckily where it formed an eddy, but the banks were so steep that we had great difficulty in getting him out. In attempting to recatch my own horse, which had strayed off while we were engaged with the one in the water, he kicked me on the chest, but I had luckily got close to him before he struck out, so that I did not get the full force of the blow. However it knocked me down and rendered me senseless for some time. This was unfortunate as we had seen no tracks of game in the neighbourhood and we were now without food; but I was so hurt that we could not proceed further that day at least. My men covered me up under a tree and I sent them all off to try and raise something to eat. August 31st—After travelling a mile along the left bank of the river from the northwest, which because of the accident the men had named Kicking Horse River, we crossed to the opposite side.*[13]

At the time of Hector's accident, his party had run short of food. Living off the land, Hector discovered that game was very scarce on the western side of the continental divide, and only a small amount of pemmican remained of their stores. Proceeding easterly up the river, the party crossed the continental divide. During an overnight stop in Kicking Horse Pass, Hector was on the point of killing one of his horses for food when his Indian guide, Nimrod, fortunately shot a moose.

Hector next turned northerly up Bow River, following the future route of the Banff-Jasper Highway to the North Saskatchewan River. After a digression westward to Glacier Lake, Hector and his party descended the North Saskatchewan to Rocky Mountain House, and from there went on to Fort Edmonton. During the latter part of the journey through the mountains, game was quite prevalent and the party fared well. The guide, Nimrod, recalled the presence of buffalo in numbers along the North Saskatchewan well within the mountains, before they had died out, along with other species of game, during what must have been an outbreak of disease.[14]

Early in 1859, Hector set out from Fort Edmonton in winter for Jasper House on the Athabasca River. This proved to be a rigorous excursion along the route now followed closely by the Canadian National Railway. Most of the journey was made on snowshoes with supplies transported on sleds drawn by dogs. Before reaching the Hudson's Bay Company post, which had recently been reopened for trading, the party waded the Athabasca River waist deep with the temperature at -26°C (January 31). Following this icy crossing, the party reached Jasper House at 10:00 p.m., where they were welcomed by a Mr. Moberley, the company trader. From Jasper House, Hector and his party made several excursions including trips up Snake Indian, Whirlpool and Athabasca Rivers during which he named many of the mountains in the Athabasca Valley in the vicinity of Jasper. The return to Edmonton was made between February 16 and March 6 in the same year.

Hector's second trip up the Bow River Valley was undertaken in August, 1859, from a camp at the site of Old Bow Fort. That year the party turned north from a point near the present Lake Louise Station, crossed Pipestone River and followed its valley to Pipestone Pass. Descending the Siffleur River to the North Saskatchewan, the party turned westerly and explored the icefields at the head of Howse River, crossed Howse Pass and reached the Columbia River by descending the Blaeberry. Hector then followed the Columbia to its headwaters, and made his way to Fort Colville, where he rejoined Captain Palliser. In the course of his explorations over two years, Hector had travelled routes which, long years after, were to be utilized in both railway and highway construction across the Rockies.

Captain Palliser's Conclusions

In his report to the Colonial office in London, Captain Palliser expressed the opinion that four passes provided opportunity for the construction of wagon roads over the Rockies that would provide connection between the plains of Saskatchewan and the Columbia River valley. These included the North Kootenay, Kananaskis, Vermilion and Kicking Horse passes. Of the four, the Vermilion Pass was favoured, as the ascent to the summit was the most gradual of them all. Palliser also reported that although a connection of the Saskatchewan plains with a known route through British Columbia had been effected by the expedition without passing through any portion of United States territory, available knowledge of the country would never lead him to advocate a line of communication from Canada across the continent to the Pacific exclusively through British territory.[15] Fortunately, this opinion in years to come would be disproved many times.

Postscript to Dr. Hector's Travels

Dr. Hector (now Sir James) returned to the scene of his explorations in the Canadian Rockies more than forty years later. In 1903, he sailed from New Zealand across the Pacific to Canada, accompanied by his younger son Douglas. He was a guest of the Canadian Pacific Railway Company at Glacier House in Glacier National Park. On arrival at the hotel on August 12th the son showed symptoms of illness and was taken to the hospital in Revelstoke. There he died and was buried in the shadow of the mountains bordering the Columbia River which his father had explored many years earlier. Dr. Hector's visit

was recorded in the Glacier House Register by Mrs. Charles Schäffer, who concluded her account of the tragedy as follows:

> *The father, his heart too heavy to continue his journey, or to carry out his plans, that night turned his face westward, returning to New Zealand by the vessel that had borne both to the Canadian shore .*[16]

Before leaving, Sir James had his photograph taken with Edward Whymper, the famous Alpine climber and first conqueror of the Matterhorn, whom he had just met for the first time.

Exploration Beyond the Mountains

From the early part of the nineteenth century, the Hudson's Bay Company and its rival, the North West Company, had been extending the fur trade beyond the mountains of British North America. The union of the two companies in 1821 had ended ruinous competition and the surviving Hudson's Bay Company had expanded its operations to the Pacific. The establishment of posts along the rivers flowing into the Pacific, including the Columbia, had established for Britain a claim to what was known as the Oregon Territory. The Oregon Treaty of 1846, however, had determined the 49th parallel as the International Boundary between British North America and the United States and, while confirming Vancouver Island as British territory, had ended British sovereignty over the Oregon region.

The Hudson's Bay Company had established Fort Victoria at the southern end of Vancouver Island in 1843.[17] In 1849, the Imperial Government in London, concerned with the desirability of colonizing at least a part of the Pacific coast, made a grant of the entire island to the Company with the latter responsible for colonizing the island.[18] Following the depletion of the gold fields in California, miners had turned their eyes northerly when gold was discovered in the sandbars of the Fraser River in British territory. In August, 1858, Governor Douglas of Vancouver Island estimated there were 10,000 miners in the valley of the Fraser.[19] Concerned over the influx of Americans into British territory, Governor Douglas, without authority, took steps to control mining and trade on the mainland. Steps were taken by the Imperial Government to constitute the mainland a Crown Colony and this was accomplished in August 1858. Later in 1866, the two colonies were united by an Imperial Act of Parliament.

British Columbia Enters Confederation

By 1860, both the British Government and that of Canada were concerned with the need of communication between the Crown Colony of British Columbia and Vancouver Island and the provinces of Upper and Lower Canada. The indefensible position of the British Columbia colonies lying separate without railway communication along the United States border also was a matter of concern. Among solutions discussed by promoters with the Colonial office in London were the purchase of the Hudson's Bay Company lands in western British North America; the creation of a new Crown colony; and the extension of the Grand Trunk Pacific Railway westerly to the Pacific coast. However, only after the movement for the union of the British North American colonies in eastern Canada was successful and confederation achieved in 1867 had the prospect of either railway or road connection appeared possible. In 1869, the Hudson's Bay Company surrendered its charter to Her Majesty the Queen and Rupert's Land again became Crown domain. In 1870, Great Britain transferred, by Imperial Order in Council, both Rupert's Land and the North West Territory to the Dominion of Canada. The Company retained its posts and certain specific lands, and continued to carry on an extensive fur trade and mercantile business. Canada paid to the Company, as compensation, the sum of £300,000. Out of the surrendered lands, Manitoba became, on July 15, 1870, the fifth province of Canada.

Transcontinental Railway Projected

In 1868, the Crown Colony of British Columbia had made formal application for admission to Confederation. The Colonial office at London, however, held the view that Rupert's Land and the North West Territory must be included in the Dominion before the admission of British Columbia could become practicable. After protracted negotiations in which financial arrangements played a prominent part, British Columbia was admitted to Confederation on July 20, 1871. Under the terms of the union, other than financial, Canada was to commence the construction of a transcontinental railway within two years and complete it in ten years. In turn, British Columbia would grant to Canada public lands for the construction of a railway not to exceed 32 km on each side of the line, for which Canada would pay the Province $100,000 per year in perpetuity. The relevant clause of the agreement dated July 7, 1870, reads:

> *The Government of the Dominion undertake to secure the commencement simultaneously, within two years from the date of the union, of the construction of a railway from the Pacific towards the Rocky Mountains, and from such point as may be selected east of the Rocky Mountains towards the Pacific, to connect the seaboard of British Columbia with the railways system of Canada, and further, to secure the completion of such railway within ten years from the date of union .*[20]

Sandford Fleming, a Scot, who had gained extensive railway engineering experience in eastern Canada, was appointed chief engineer of the Canadian Pacific Railway. Fleming organized a general survey on a comprehensive scale, detailing 21 divisions employing 800 men. Walter Moberly, a Toronto engineer, with extensive road construction experience in British Columbia, was appointed district engineer. Moberly, who had discovered Eagle Pass in the Gold Range, favoured a route westward over Howse Pass, around the big bend of the Columbia River, over Eagle Pass, and on to the coast by way of Shuswap Lake, Thompson River and Fraser River to Burrard Inlet. As expected, he located a practical line over this route. Working in co-operation with Moberly, Roderick McLean, a former Inter-colonial Railway engineer, located an alternative route through Yellowhead Pass along Albreda Lake and the North Thompson River.

In April, 1872, Moberly was notified by Sandford Fleming that the Government had decided to adopt the route through Yellowhead Pass.

It was the intention of the Government then headed by Sir John A. Macdonald that the railway would be built by a private company that would have to be assisted by grants of land in which the provinces concerned would share.

Two financial groups in eastern Canada were bidding for the contract of construction—one headed by Sir Hugh Allan of Montreal and the other by the Hon. David L. Macpherson of Toronto. Following the federal election of 1872, won by Prime Minister Macdonald, a charter was awarded to a company headed by Allan. Discussion of railway matters in Parliament in the session of 1873 precipitated the appointment of a Royal Commission. Its report disclosed that, prior to the election, the Conservative Government headed by Macdonald had accepted substantial contributions from Allan for political purposes. Out of the disclosures developed the "Pacific Scandal", culminating in the resignation of Sir John A. Macdonald in November, 1873, and the accession of a Liberal Government headed by Alexander Mackenzie. The contract for the construction of the railway was surrendered, and Mackenzie endeavoured to obtain a successor to Sir Hugh Allan. The terms offered brought no bidders, and consequently the new Government decided to build the railway by contract under the supervision of the Department of Public Works.

Government Railway Construction

Construction of the railway as a Government enterprise got under way a few kilometres west of Fort William on June 1, 1875. The general election of 1878 resulted in the return of a Conservative Government under Macdonald, and Sandford Fleming was instructed to commence construction in British Columbia. Fleming recommended a route along the Thompson and Fraser Rivers to Burrard Inlet. Contracts were let for 204 km of railway along the Fraser River to Andrew Onderdonk, an American engineer with a record of accomplishment. Onderdonk had financial backing from a syndicate of Americans and started work on the Pacific leg of the railway on May 14, 1879.[21] Progress of the railway under government supervision from the Great Lakes westward was to be disappointing, although lines had been constructed from Selkirk eastward and also southerly to connect with an American railway at the International Boundary, which would make possible a connection between Winnipeg and St. Paul. By 1880, Prime Minister Macdonald had decided, in view of the difficulty in raising funds for railway purposes, to have construction taken over by private enterprise subsidized by the Government of Canada. Macdonald induced George Stephen, a wealthy merchant of Montreal and President of the St. Paul, Minneapolis and Minnesota Railway, to form a syndicate that would complete the Canadian transcontinental line. Negotiations were commenced in April, 1880, and the final contract was signed at Ottawa on October 21, 1880.[22] Prime Minister Macdonald obtained approval in Parliament in February, 1881, for a bill ratifying the contract which provided for a subsidy of $25,000,000 and 10,117,500 ha of land, and completed sections of railroad from Selkirk to Lake Superior and from Kamloops to Port Moody.[23] The syndicate, incorporated as the Canadian Pacific Railway Company, undertook to complete and equip the railway from the western terminus of the Canada Central Railway near the eastern end of Lake Nipissing to Port Moody on the Fraser River by May 1, 1891.

Rogers Pass Selected

The new company decided to relocate the crossing of the Rockies from Yellowhead Pass to a more southerly route, as it was believed a location nearer the International Boundary would result in a profitable traffic from the outset. Sandford Fleming was now out of favour and Major A.B. Rogers, an American engineer with wide railway construction experience, was placed in charge of the mountain division. Rogers was directed to find the shortest practical route from Savona's Ferry in British Columbia to Moose Jaw in the North West Territories. In May, 1881, Rogers located the pass over the Selkirk Mountains which bears his name and in July, 1882, made his way from the Columbia River by way of Beaver Creek to the summit of Rogers Pass and into the valley of the Illecillewaet River. In a letter addressed to W.C. Van Horne, general manager of the railway company, dated January 10, 1883, Rogers reported as follows:

> *On Monday, July 17th, (1882) I started from the Columbia with two white men and three Indians for another trip into the Selkirks by way of Beaver Creek; on the 24th I had succeeded in finding a practical line across the summit and into the east branch of the Illecillewaet and returned to camp on the 6th of August.*[24]

Following a thorough examination of the Bow River Valley by Major Rogers, the Kicking Horse Pass—first discovered by Hector in 1858—was selected as the most feasible route over the Rockies. By November, 1882, Rogers had completed the location of the railway eastward from the summit of Kicking Horse Pass for 64 km, and also westerly from the summit for a distance of 13 km, the section covering the heaviest work in the vicinity of the Columbia River. Final surveys in the Kicking Horse Valley were completed in 1883.[25]

Rocky Mountains Crossed

Although railway construction had proceeded with amazing speed across the prairies and the line had reached Calgary in August, 1883, doubt still existed in government circles that the route over Kicking Horse and Rogers passes had advantages over the Yellowhead Pass route. Sandford Fleming, who had been Chief Engineer of the government-sponsored railway from 1871 to 1881, was engaged to examine and report on the new location. Starting from Port Arthur in August, 1883, Fleming was accompanied by his son Sandford and Dr. G. M. Grant, principal of Queens University, Kingston. The party travelled over the completed railway route to Calgary. From there, Kicking Horse Pass was reached by wagon road. From the summit westerly, the route was rugged. The Kicking Horse River was followed down stream past the present site of Field, and through the tortuous lower canyon on horseback and on foot to the Columbia River,

where the group was joined by Major Rogers.[26] Rogers escorted Fleming and his party over Rogers Pass and down the Illecillewaet River to Albert Canyon over a trail cut for their benefit. From there on, the party struggled through a virgin wilderness to the Columbia River, where they were met by a party from Kamloops. Fleming and his companions continued on their way to the coast by way of Eagle Pass, Kamloops and Fraser River. The successful completion of Fleming's inspection marked the first continuous journey made over the route selected for the Canadian Pacific Railway, and dispelled further concern about the suitability of the location chosen for the enterprise.[27] A detailed account of Fleming's journey is contained in his book "England and Canada, a Summer Tour between Old and New Westminster."

With the route through the Rocky and Selkirk mountains confirmed, railway construction in the mountain section was pressed to the limit. At the close of 1883, railhead was at Laggan, now known as Lake Louise Station. By June, 1884, the track had been laid westerly to Field, British Columbia. The company had acquired operating railway lines between Montreal and Ottawa, and between Ottawa and Callander. Construction of the difficult Lake Superior section from Callander to Fort William was completed late in 1885 and opened for traffic on November 2.[28] On November 7, 1885, the last spike in the mountain section was driven at Craigellachie Station in Eagle Pass, British Columbia, completing a continuous line from Montreal to Port Moody, British Columbia. The following year, the line was extended to a new western terminus at Vancouver. The fulfilment of the contract to complete the main line of the railroad, four and a half years in advance of the stipulated date, was an epochal achievement. It not only provided the long-cherished connection between the Pacific Coast and the eastern provinces of Canada, but in years to come was to help extend civilization, promote commerce, and bring prosperity to many parts of Canada.

Scientific Exploration

The anticipated completion of a trans-continental railway had stimulated exploration and scientific surveys in Western Canada. The Department of the Interior, responsible for the administration of public lands in the North West Territories, sponsored extensive topographical and geological surveys in the early "eighties". These studies revealed the location and extent of the country's valuable natural resources and also assisted in the location of routes of transportation. By 1882, topographical survey parties were stretched across the country from Winnipeg to the foot of the Rockies. Geological surveys in western Canada were inaugurated in 1881 under Dr. George M. Dawson and, over the following five years, extensive exploration was carried out in the Rockies by Dr. Dawson, J. B. Tyrell, James White and R. J. McConnell. In 1881, Dawson and McConnell proved the existence of extensive coal deposits on the eastern slope of the Rockies which later were to provide substantial industries at Canmore and Banff. From the combined efforts of these surveys, Dawson compiled in 1886 a geological map of the portion of the Rocky Mountains which now includes Banff National Park. This evidence of minerals in the mountains brought a wave of prospectors, miners, promoters and developers, all eager to profit from the exploitation of available natural resources. Numerous mining claims were staked and applications made for the right to cut the dense stands of virgin timber found in many of the valleys. With this increasing flow of humanity also came some of the blights of civilization, as forest fires raged along the lower slopes of areas bordering the route of the railway.

In 1881, two years before steel rails were laid to Banff, copper and silver were discovered in the vicinity of Castle Mountain, now known as Mount Eisenhower. According to local legend, Joseph "Joe" Healy acquired specimens of ore from an Indian and brought them to Calgary and Fort Benton, Montana. Would-be miners reached the site in 1883 before the railway and a "boom" camp of tents and shanties sprang up. Known as Silver City, it boasted a population reported to number over 1,000 at the height of its fame. Its buildings, mostly of log construction, accommodated stores, hotels, a bakery, barber shop, rooming houses and restaurants.[29] Four mines were in operation at one time. Shares were sold in a "salted" gold mine but the promoters made off with the proceeds before the fraud was discovered. Legal surveys of the townsite of Silverton were made in 1884 and 1885 by officers of the Topographical Surveys Branch, but the prospects of workable copper and silver deposits had faded, and most of the inhabitants left to partake in a new strike near Golden, British Columbia.[30] A lone survivor of the original camp, James Smith, better known as "Joe", lived on in the deserted "city" for over half a century. At the age of 86, Smith was persuaded in 1937 to leave his homestead where he had squatted for 54 years. Sad to relate, he survived in his new abode at the Lacombe Home in Midnapore for barely a month. As the Superintendent of Banff National Park advised in an official report to Ottawa, the sudden change in Smith's mode of living was probably more than his constitution could stand. The last vestiges of Silver City were razed in 1938 by park authorities.

Hot Springs Discovered

As rail construction left Calgary behind and moved through the foothills into the mountains, a new world was opened up to those engaged in construction. They came from as far east as the Atlantic provinces and, no doubt inspired to seek adventure in the wilderness surroundings, many made a practice of prospecting and hunting during their spare time or "off" days. On a cool November day in 1883, Frank McCabe, a section foreman, and William McCardell, who was working on construction under McCabe, discovered what are now known as the Cave and Basin Hot Springs. On the day of their find, fixed by McCabe as November 8, they had come up the newly-laid line by hand car from Padmore, and crossed the Bow River on a rough raft to examine the foot of Terrace (now Sulphur) Mountain.[31] Here they literally stumbled on the basin pool, fed by a hot spring, and the cave spring, entry to which was gained by a hole in the roof of the cavern. A few weeks later, McCardell built a rude cabin at the springs which he visited occasionally during the following winter, accompanied by McCabe and at other times by his brother Tom. During an excursion in the vicinity of the springs, McCabe and Thomas McCardell observed vapour rising from the hillside above Spray River Valley. An attempt to reach what were believed to be more hot springs was given up owing to weather

conditions, but McCardell claimed to have visited later the upper or "hot" spring, but left no evidence of discovery.

Many years after the discovery of the Cave and Basin Springs, William McCardell compiled an account of his co-discovery in which he included his brother Thomas as one of the discoverers. This credit is not substantiated by records contained in the files of the former Department of the Interior. At the formal inquiry held at Banff in 1886 into the claims of alleged discoverers, Thomas McCardell gave evidence. He informed the Commissioner that he had filed no claim, and that whatever claim he had was as a silent partner.

Knowledge of the hot springs rapidly spread among railway construction workers. Strangely, McCabe and McCardell expended little effort in protecting their interest or in attempting development until others working in the vicinity erected shacks and made use of the hot waters at both the lower and upper springs. One of the most enterprising was David Keefe, who, in October, 1884, on information supplied by McCabe, located the "hot" spring and cut a trail up the slope of the mountain above Spray River. Shacks were erected at the upper or hot springs in 1884 and 1885 by Theodore Sebring, George Whitman, and Frank McCabe. Those engaged in railway construction were comparatively young. McCabe and McCardell both were 26 years of age when they located the hot springs. The former was a native of Nova Scotia and had come west to Manitoba in 1880. McCardell was born in Stratford, Ontario, and had worked in Western Canada since 1882 on railway construction in Manitoba and on the Prairies, before meeting and working with McCabe in 1883. Their early failure to press for a title to their discoveries can be attributed to several factors. Primarily, they did not realize the value of the springs as a future tourist attraction. Moreover, they did not have the capital to exploit their discovery. McCabe testified later at a general inquiry that they had been advised by an intermediary that before the springs could be staked as a mining claim a survey would be required. As the lands in the vicinity were unsurveyed and reference points not available, the cost of a survey line from Morleyville to the springs, a distance of 32 km, was beyond their means financially.

Claims of Ownership

Goaded by the knowledge that others were planning to file a claim on the springs, McCabe early in 1885 finally sought title to his discovery. This action took the form of a letter dated March 20 addressed to the Minister of the Interior at Ottawa, in which application was made on behalf of McCabe, McCardell, Archie McNeil and C.W.H. Sansom.[32] A few days later the Minister received another communication dated March 27 from Theodore Sebring, who claimed to have discovered the "hot" spring where he had built a house. McCabe evidently heard of Sebring's correspondence, for on May 18 he again wrote the Minister disputing Sebring's claim and affirming his own interest by reason of prior discovery.

These letters, which were acknowledged by the Assistant Deputy Minister of the Interior, prompted instructions for an inspection of the site of the discoveries by a field officer of the Department. This was undertaken by J.M. Gordon, Agent of Dominion Lands at Calgary, who on June 23, 1885, reported to Ottawa on his investigation. His description of the springs, the first to be received by the Department at Ottawa, is worth repeating.

> *These Springs were visited by me on the first instant and are situated as nearly as I can estimate on the east half of section 28, Township 25, Range 12 west of the fifth meridian. The Springs are two in number and they are only separated from each other by a wall of rock. One of them is in the open air and flows into a basin about 15 feet in diameter. The other is enclosed in a cave and is reached by ascending about 40 feet up the face of the hill and then descending about 45 feet through a small hole. The water flowing from this is caught in the basin between 25 and 30 feet in diameter and having a depth of about 3 1/2 feet. The water in both springs is very strongly impregnated with sulpher—the outer one being the stronger. The temperature of the water is I should think about 90 degrees.*
>
> *Frank McCabe and his partner William McCardell are acknowledged by all in the vicinity of the Springs to be the discoverers, and though they have done little or nothing towards developing the same, would appear to be entitled to first claim. The approach to the springs is at present anything but pleasant, necessitating as it does a rough walk of about three miles to the Bow River, crossing the river on a small log raft, and then a further walk of about three quarters of a mile partly through a swamp ankle-deep in water. The ground in the vicinity of the springs furnishes unlimited sites for buildings of all descriptions, and should sufficient means be forthcoming, the locality might be made a most attractive one. I enclose a declaration made by McCabe respecting his claim to these Springs.* [33]

Assignment of Claims

On August 25, the Deputy Minister of the Interior received a letter from D. B. Woodworth, M.P. for Kings, Nova Scotia, mailed from Calgary, recommending that every consideration be given to McCabe's claim to the springs. As it turned out, Woodworth's representations were to be anything but altruistic, for on August 31 he filed with the agent of Dominion Lands Calgary an assignment of all the interest of McCabe and McCardell in the springs in consideration of a payment of $1,500. The assignment, signed by McCabe in his own right and also on behalf of McCardell, later was repudiated both by McCabe and McCardell in a telegram sent to the Minister of the Interior of Ottawa on September 9. The discoverers then enlisted the legal services of J.A. Lougheed of Calgary to substantiate their claims. Lougheed assisted McCabe and McCardell in the preparation of statements which were filed with the Dominion Lands agent at Calgary. These statements incorporated a declaration by McCabe that he had been induced to make the assignment of his rights to the springs by misrepresen-

tation and in ignorance of its contents, and that he had received neither money nor other consideration from Woodworth. In turn, McCardell affirmed that he had not signed the assignment to Woodworth and that neither McCabe nor anyone else had authority to sign for him.

Public Reservation Recommended

Another claim to rights in the springs was made by David Keefe, who had written the Agent of the Dominion Lands in Calgary on August 27, 1885. Keefe professed to be the discoverer of the upper or "hot" spring. This application was acknowledged by William Pearce, Superintendent of Mines, whose duties on the Dominion Lands Board had taken him to Calgary. Pearce advised Keefe that there were no regulations under which title to the hot springs could be acquired, because they constituted neither minerals nor agricultural lands. On the suggestion of Pearce, Keefe then made a formal application to the Minister of the Interior for recognition as a discoverer.

By late summer in 1885, officers of the Department of the Interior at Ottawa were giving serious consideration to the preservation of the hot springs from private development. During late July and early August the Deputy Minister, A. M. Burgess, had an exchange of correspondence with Charles Drinkwater, Secretary of the Canadian Pacific Railway Company. Mr. Drinkwater urged that Canada follow the course taken by the United States Government to assure control of the hot springs in Arkansas.[34] Members of Parliament who had visited Banff during the summer, including James Trow and the Honourable P. Mitchell, strongly recommended reservation of the springs for the purposes of a public park. On September 11, the Surveyor General was requested by Acting Deputy Minister John Hall to take the steps necessary to locate the four sections of land that would most completely surround the springs at Banff. This request was followed up promptly, and P.R.A. Belanger, a member of the Surveyor General's staff, received instruction to leave an assignment at Morleyville and proceed to Banff. Between September 21 and October 10 he carried out the first survey of the springs, in three separate locations, and thereby provided the basis for an accurate description of the lands involved.

Prime Minister Macdonald had been conversant with the controversy arising from the claims of discovery, and had received a letter on the matter from the Hon. P. Mitchell, Member for Northumberland.[35] On October 16, Sir John A. sent a note to Deputy Minister Burgess expressing the hope that "great care had been taken to reserve all the land in or near the Hot Springs at Banff" and that "no squatting should be allowed and any attempt to squat resisted." The Honourable Thomas White, who had replaced the Honourable David L. MacPherson as Minister of the Interior early in August, 1885, visited Banff in October during the course of a trip to Western Canada. On October 23, he advised his Deputy Minister by letter from Calgary as follows:

> *My dear Burgess: I have just returned from a visit to the Hot Springs at Banff and have made up my mind that it is important to reserve by Order in Council, the sections on which the springs are and those about them. I send you a memorandum which Mr. Pearce has prepared for me, and I wish you would prepare a recommendation to Council reserving these sections. It is important this should be done at once. What we may do with them afterwards can be considered when I get back.*[36]

Hot Springs Reservation

A submission to Privy Council was duly prepared and forwarded, and on November 25, 1885, Order in Council No. 2197 received approval. Under its provisions, an area of approximately a little more than 26 km^2 on the northern slopes of Sulphur Mountain was set aside for future park use. The enabling clause of the Order in Council read:

> *His Excellency by and with the advice of the Queen's Privy Council for Canada has been pleased to order, and it is hereby ordered, that whereas near the station of Banff on the Canadian Pacific Railway, in the Provisional District of Alberta, North West Territories, there have been discovered several hot mineral springs which promise to be of great sanitary advantage to the public, and in order that proper control of the lands surrounding these springs may be vested in the Crown, the said lands in the territory including said springs and in their immediate neighbourhood, be and they are hereby reserved from sale or settlement or squatting, namely:— All of sections 13, 14, 15, 22, 23, 24, 25, 26, 27 and 28, and those portions of sections 34, 35, and 36 lying South of Bow River, all in Township 25, in Range 12 west of the 5th Meridian.*

The hot springs at Banff were now public property, removed from the possibility of private ownership and exploitation. In years to come, the action of Government was to be heartily endorsed, but to those claiming rights of discovery it was frustrating indeed. James Lougheed, later to become Sir James, a Senator, and Minister of the Interior, wrote to the Honourable Thomas White on behalf of McCabe and McCardell suggesting that the government consider paying compensation for the outlay made by the discoverers in travelling and living expenses, and for loss of time sustained and maintaining a residence near the springs in order to protect their interest. Lougheed had interviewed the Minister during his recent trip to Western Canada and had learned that it was unlikely that a title to the site of the springs would be granted by the Department of the Interior either to the discoverers or to their representatives.

D.B. Woodworth, the enterprising politician from Nova Scotia, also wrote the Minister revealing his interest in the springs which he claimed to have purchased from McCabe and McCardell. He called attention to the expenditure he had made for improvements including the purchase of a building intended for a hotel, material for installation of a ferry over Bow River, and clearing a road to the springs. Mr. White's reply to Woodworth dated December 19, 1885, was, from the standpoint of policy, an important one. The Minister informed Woodworth that he did not "recognize any right of discovery in connection with the hot springs at Banff." However, he

was "quite prepared to admit that some consideration must be shown to those who claim to have discovered the springs, and who have made expenditures in connection with them under the impression that such expenditures give them a possessory right to them."[37] Woodworth appealed to the Prime Minister, Sir John A. Macdonald, by letter of January 23, 1886. Accompanying his letter was a brief setting out his claims and requesting permission to bring his case personally before the Cabinet Council. He also forwarded to the Minister a statement of claim totalling $4,397, alleged to have been incurred in the development of the Cave and Basin Springs.

Public Inquiry Instituted

Now under pressure for compensation, the Department of the Interior set in motion an investigation of claims to the springs. On February 7, 1886, Deputy Minister Burgess had wired J. A. Lougheed at Calgary to inquire if he had any papers to submit to the Department on behalf of his clients, McCabe and McCardell. Lougheed replied that his clients were in the mountains and some delay might occur in taking and forwarding affidavits. Lougheed also advised Mr. Burgess that, several months prior to the assignment of interest in the springs by McCabe to Woodworth, McCabe and McCardell also had made a bona fide assignment of one half the interest in their discoveries to William Hall and James Grierson. This assignment had been registered by Hall with the Registrar of Lands at Calgary. On February 22, Lougheed forwarded a lengthy deposition sworn to by McCardell in which the latter vigorously denied that McCabe had any authority whatsoever to assign or sell McCardell's interest in the springs to Woodworth. Departmental files indicate that before Woodworth obtained from McCabe an assignment of interest in the hot springs he had negotiated an oral agreement whereby he would share an interest in the springs with McCabe, McCardell, Hall and Grierson, and R. R. Fitch, employed as an agent by Woodworth. After securing what he believed to be the rights of McCabe and McCardell, Woodworth had commenced a program of improvements supervised by Fitch. Fitch took up residence at the springs and, with McCabe's assistance, ran lines for a road from the railway line to Bow River. A building at Silver City was purchased for relocation near the springs for use as a hotel. Woodworth also obtained a franchise from the Territorial Government to operate a ferry over Bow River, purchased steel cable for the ferry installation and authorized Fitch to engage labour to build a passable road from the river to the springs.

McCabe's activities in arranging partnerships and assigning McCardell's interest in the springs had occurred during the latter's absence from Banff when he was employed in British Columbia. After McCardell's return to Banff at the urgent insistence of his brother Tom, Woodworth arranged an interview with the McCardells. This took place in a cabin owned by Fred and Ben Woodworth located near Banff Station at the foot of Cascade Mountain. Ostensibly, the purpose of the meeting was to induce William McCardell to acknowledge that McCabe really had authority to involve McCardell in the assignment. During the interview held in the evening, Woodworth's agent, Fitch, unknown to McCardell, was hidden behind a curtain in the cabin. Later reports of the interview are conflicting. McCardell denied ever having given McCabe authority to dispose of the springs. On the other hand, Fitch, in a sworn statement, claimed that McCardell admitted he had given McCabe the necessary letter of authority.

Public Hearing at Banff

In April, 1886, William Pearce, Superintendent of Mines, received oral instructions from the Minister of the Interior to make an investigation of all claims to lands in the vicinity of the hot springs at Banff. Pearce was connected with the Dominion Lands Board at Winnipeg, and was thoroughly conversant with land problems in the North West Territories. Advance notice of the inquiry was published in the Calgary "Herald" and the dates for the hearing, which were held at Banff on July 8 and 9, 1886, were arranged for the convenience of D.B. Woodworth, who wished to return to Nova Scotia after Parliament prorogued before going west again.[38]

Altogether, 14 witnesses were heard and the claims of others for compensation or recognition were considered. As one of the principal claimants for compensation, Woodworth took an active part in the proceedings. J.A. Lougheed was retained by McCabe and McCardell as their legal representative. Before any witnesses were heard, Mr. Pearce, as Commissioner, read to those present a synopsis of all letters and affidavits relating to ownership of the springs on file in the Department of the Interior to February, 1886. He also read all correspondence and affidavits which subsequently had been received. Some of the evidence given under oath by witnesses provided an interesting study of character—or lack of it—and demonstrated that the art of "wheeler-dealing" was well advanced in 1886.

Evidence of the Claimants

The first witness and longest on the stand was Frank McCabe. He identified himself as a Nova Scotian, a former section foreman on railway construction, and a co-discoverer with William McCardell of the Cave and Basin Springs. McCabe admitted entering into an agreement of partnership with William Hall and James Grierson prior to completing an assignment of the interest of McCardell and himself in the springs to D. B. Woodworth, M.P. He justified his action by stating that McCardell had sent him a letter authorizing him to "do the best he could with the springs", but admitted he had no power of attorney from McCardell. Incredibly, McCabe also testified that he had signed the agreement without reading it, that he had signed for McCardell at Woodworth's request, and that notwithstanding the wording of the agreement, which acknowledged the receipt of $1,500, he had never received "one cent from Mr. Woodworth".[39] An interesting feature of McCabe's evidence was the revelation that the inclusion of the names of Archie McNeil and C.W.H. Sansom with those of McCabe and McCardell in the letter of March 20, 1885, forwarded to the Minister of the Interior was unauthorized. McCabe explained that originally he had drafted a letter to the Minister petitioning for a grant of the hot springs southwest of Banff on behalf of himself and McCardell. Later he had given the letter to McNeil, a carpenter in Calgary, for re-writing and mailing. Evidently McNeil considered the opportunity one not to

be overlooked, for he had included his name as an applicant and for good measure had added the name of a friend who was quite unknown to McCabe.

William McCardell's evidence confirmed a background of employment with several contractors on railway construction in the autumn of 1883 before he commenced section work under McCabe. He corroborated McCabe's testimony that they had jointly discovered the Cave and Basin Springs in November, 1883, when prospecting, and that later he had constructed a shack near the springs with material he had brought up from Calgary. On information received from McCabe and his brother Thomas, he had climbed the slopes of the mountain from the Spray River Valley to the upper or hot spring in December, 1883, or January, 1884. McCardell also explained that he and McCabe had given up attempts to obtain the springs as a mining claim owing to their inability to meet the cost of a survey necessary for the preparation of an adequate description. Under questioning, he admitted that McCabe had entered into a partnership agreement with Hall and Grierson without his written consent or signature, and that McCabe had also signed his name to the assignment of interest in the springs to D.B. Woodworth without written authority. On the other hand, he conceded that in one of his letters to McCabe he had advised him to "do the best he could to develop the springs."

William George Hall gave evidence that he had been employed by the Canadian Pacific Railway Company as a train-master out of Calgary in 1883, and that during the summers of 1884 and 1885 he was a conductor on the passenger train between Medicine Hat and Laggan. He had learned of the existence of the hot springs at Banff from McCabe in 1884, and, having some knowledge of the commercial value of the hot springs in Arkansas, he had sought an interest in those at Banff. Hall recounted that he had entered into partnership with McCabe and James Grierson in May, 1885, and that he had registered the agreement in the Land Titles Office at Calgary. He had also interviewed the Deputy Minister of the Interior in Ottawa in June of that year on behalf of McCabe and McCardell. In August, 1885, he had met D.B. Woodworth, to whom he volunteered information about the hot springs. Through Woodworth, he also met R.R. Fitch, who was introduced to him as a Mr. MacDougall, M.P. Later Hall learned from Dr. Brett, the C.P.R. doctor, that there was no such person as MacDougall in Parliament. Woodworth had proposed an expansion of the development group to include Fitch and himself. Before this proposal was ratified in writing, Hall learned that Woodworth had obtained from McCabe an assignment of the interest of McCabe and McCardell. Hall later had a disagreement with Woodworth and claimed that the latter had been responsible for his discharge from the railway company.

Another claimant, David Keefe, gave evidence of his employment as a section foreman on the construction of the railway since 1884. Keefe also operated a boarding-house in the C.P.R. section house near Banff Station. He had learned of the existence of the hot springs from McCabe in July, 1884, and after constructing a raft had crossed Bow River and visited the Cave and Basin Springs in the company of others. Keefe also claimed that he had discovered the upper hot springs by following the overflow up the mountain in October, 1884. Subsequently, he had blazed a road to the hot springs, and installed a ferry over Bow River. He confirmed that George Whitman had erected the first building at the upper hot spring and that Sebring and McCabe also had built what might be termed "shacks". Keefe supported his claim by stating that while others had withheld information about their discoveries, he had broadcast information about the springs and the benefits which might be derived from their use.

Theodore Sebring, an American citizen from Ohio, told the Commissioner that he had operated a boarding-house at Silver City west of Banff from 1883 to 1885. He had learned of the existence of the hot spring from Keefe late in 1884. After visiting both the Cave and Basin Springs and the hot spring in February, 1885, he erected a shack at the hot spring. Sebring admitted that, although he had staked a claim at the upper spring and had endeavoured to obtain title, he had never claimed to be one of the original discoverers.

The evidence of Joseph Healy, an American citizen born in Ireland, refuted the claims of McCabe and McCardell as the original discoverers. Healy testified that he first saw the Bow River Valley in 1863, that he was in the vicinity of Banff in 1874, and had discovered the hot spring that drained into Spray River in July, 1874. He also declared that he had discovered the Cave and Basin Springs the same year or the year later. Healy's testimony on actual dates was rather vague, but as a leading participant in the Silver City rush, he was familiar with the Bow River Valley. Healy clarified his status at the inquiry by admitting that, although he had reported his discoveries to acquaintances, he had never taken any steps to obtain official recognition of them and was not seeking compensation.

Earliest Discovery Claimed

Commissioner Pearce reviewed the interest of Willard B. Younge, a native of Ohio, who in letters to the Minister of the Interior had claimed to have discovered the hot springs in 1875, erected a shack in the vicinity in which he lived during the following winter, and made other improvements on the land. Younge's letters indicated that he had planned to file a homestead claim in the vicinity of the spring in 1885 but found the area had been reserved from disposal. Younge supported his claim with letters from pioneer residents of the region. These included Andrew Sibbald and the Reverend John MacDougall, both of Morley, who confirmed Younge's travels up Bow River during the winter of 1875-76. The existence in 1884 of the building or shack Younge claimed to have erected near the Cave and Basin Spring was confirmed by McCabe during his cross-examination. Commissioner Pearce also reviewed the claim of J.R. Grant of Brussels, Ontario, contained in an affidavit submitted by mail. Grant claimed that he had discovered the springs or some of them in September, 1883, and had taken away a bottle of water for analysis. However, on the way back to eastern Canada his trunk was damaged and the water was lost.

Evidence which Mr. Pearce had taken in Ottawa from R.R. Fitch was read to those attending the inquiry. This took the form of a sworn statement dated May 20, 1886, and provided details of Fitch's employment by Woodworth and his association with McCabe, McCardell and

others who had professed to have an interest in the springs.

Mr. Pearce's report to the Minister dated August 16, 1886, reviewed proceedings at the inquiry and contained the observation that departmental regulations prescribed no rights to mineral springs by reason of discovery. Pearce emphasized that the utility of such springs was dependent wholly on their location, quantity and development. As Younge had not contributed to the development of the springs to the slightest degree, his claim for compensation was disallowed. Pearce also disallowed the claims of Grant and Sebring, pointing out that Sebring was not a discoverer nor was his shack at the Upper Hot Spring an improvement. In reviewing the evidence of David Keefe, the Commissioner observed that this claimant had done more to bring the springs to public attention and render them accessible than had any other individual. He also observed that Keefe's activities in publicizing the springs were not without ulterior interest, as Keefe had maintained a boarding-house in the C.P.R. section house at Banff. Until recently this has been the only place in the vicinity of the springs where meals and lodging could be obtained.

Although D.B. Woodworth attended the inquiry and subjected a number of witnesses to intensive cross-examination, he called no witnesses for himself and declined to take the witness stand. Actually, he left the inquiry before it was adjourned, after having advised the Commissioner that he considered some of the evidence given was prejudicial to his status as a public man and should not have been admitted.

J.A. Lougheed described the assignment from McCabe and McCardell to Woodworth as invalid as it was completed by McCabe without authority and not under seal. It was also Lougheed's contention that the contract was nullified by reason of non-payment by Woodworth of the $1,500 mentioned in the assignment. Lougheed also characterized R.R. Fitch, whose evidence had been taken in Ottawa by Mr. Pearce, as "a man utterly unworthy of belief."

Commissioner Pearce's Recommendations

Commissioner Pearce concluded his report by recommending that compensation be paid by the Government of Canada:

(a) To David Keefe, in recognition of the time spent in making improvements and facilitating the visits of interested persons to the springs, the sum of 100 dollars;

(b) To Franklin McCabe and William McCardell, the sum of $675 in recognition of expenditures made for improvements and for time spent at the springs in protecting their interest; and

(c) To D.B. Woodworth, M.P., the sum of $1,000 in recognition of certain expenditures incurred in anticipation of acquiring rights to the springs from McCabe and McCardell, including outlays made on construction of an access road, the purchase of a building to be erected in the vicinity of the springs for hotel purposes, and for personal expenses.

These recommendations were subsequently approved by the Minister, and, under authority of the Governor in Council, payment was duly made to those concerned.

Although Mr. Pearce's report reviewed all known claims of discovery and recommended compensation for some of the principal claimants, it did not confer on any individual the distinction of having been the original discoverer of the hot springs. While this omission may have been an oversight, it also may have been intentional. Pearce no doubt was familiar with departmental correspondence on the subject which included a copy of a letter from the Minister, the Honourable Thomas White, to D.B. Woodworth, M.P., containing the advice that "I cannot recognize any right of discovery in connection with the springs ...".[40] It seems reasonably certain, however, from evidence presented at the inquiry, that Willard Younge had visited the site of the Cave and Basin Springs in 1875 and had built a shack nearby in which he had lived throughout the following winter.

In spite of their later arrival on the scene, McCabe, McCardell and Keefe deserve credit for their individual and collective discoveries in 1883 and 1884. Their efforts to obtain title to a remarkable phenomenon of nature and the publicity given to their claims focused attention on the magnificent scenic region surrounding Banff Hot Springs. The compensation they received from the Government of Canada, although meagre by today's standard, recognized activities which led to the reservation of the springs as public property and later to their inclusion in Canada's first National Park. As Pearce observed many years later, "None of these claims had any legal standing, but after discussing the matter with the Minister of the Interior it was thought better to pay a small sum than to exercise rigorously the law in the case."[41]

Development of Springs Proposed

With the hot springs now set aside as a national possession, the government was faced with the problem of their disposition and future use. Even in their natural but crude form, the springs had attracted wide attention and were visited by numerous invalids seeking relief from various ailments in the hot waters. The only accommodation at the springs had been shacks erected by enterprising squatters. The Canadian Pacific Railway Company had obtained and forwarded to the Dominion Analyst at Ottawa, H. Sugden Evans, samples of water from the Cave and Basin and Upper Hot Springs. Results of the analyses were made available to the Department of the Interior by the Company's secretary, Charles Drinkwater, and led the Deputy Minister to include in his foreword to the Annual Report of the Department for 1886 the following paragraph:

> *The remarkable curative properties of these waters having thus been made apparent, immediate steps were taken under your (the Minister) instructions to make a topographical survey of the lands included in the reservation, and upon the plan prepared for that purpose, to commence the construction of roads and bridges and other operations necessary to make of the reserve a creditable National Park .*[42]

In January, 1886, John R. Hall, Secretary of the Department, was sent to Arkansas to report on the administration of the hot springs which had been reserved by the Government of United States in 1832. By prior

arrangement, Hall was given every opportunity of observing the operation of concessions by private enterprise under lease from the United States Department of the Interior. He was not favourably impressed by what he saw. His report to his Deputy Minister commented on the laxity of the management of the concessions, the obsolete plumbing and equipment, and the lack of control for reasons of health over the admission of patrons to the bath-houses. Hall also commented on the fact that the resident Superintendent of the government reservation, General Field, had reported to the Secretary of the Interior about the need for improvement in the administration and management of the privately-owned bath houses.

Following a study of Hall's report, which was reproduced in the Annual Report of the Department,[43] the Minister of the Interior obtained authority from the Governor in Council to lease sites for bath-houses to be supplied with hot water from the springs at a rental based on an annual charge for each tub installed. The Order in Council also gave the Minister power to regulate the operation of the bathing business generally and to pass on the design and quality of buildings and equipment. An alternative recommendation providing for the construction and operation of a bath-house staffed by qualified attendants under supervision of a physician was not implemented, presumably for reasons of cost.

Early in 1886, a public notice issued over the name of the Deputy Minister of the Interior, A.M. Burgess, was forwarded to the Commissioner of Lands at Winnipeg for posting in the vicinity of Banff. The notice warned prospective settlers that Section 35 in Township 25, Range 12, West of the Fifth Meridian (which included most of the land to be occupied by the future Townsite of Banff), was reserved from settlement, squatting or trespass. The notice also extended the reservation to other sections in the same or adjoining townships which might in future be required for purposes of a forest park.

First Park Surveys

A more positive step to develop the proposed Park was the appointment of George A. Stewart, a Dominion Land Surveyor from Winnipeg, to undertake a legal survey of the Hot Springs Reservation. Soon after his arrival at Banff Station in February, 1886, Stewart called to the attention of Departmental officers at Ottawa the fact that "a large tract of country lying outside the original reservation presented features of the greatest beauty, and was admirably adapted for a National Park; and, on representing these facts, he was ordered to extend his operations so as to enclose a wider area, and to include all points of interest within reasonable bounds".[44]

On May 8, Stewart received instructions from the Surveyor General to extend his survey easterly to the western end of Devil's Lake (Lake Minnewanka) and down the Bow River below its confluence with the Spray. Later adjustments, however, resulted in the survey of an oblong block of land measuring 42 by 16 km containing 673 km^2 and enclosing most of the Bow River Valley in the vicinity of Banff, together with Lake Minnewanka, Sulphur Mountain and other prominent peaks south and east of the lake.

Following the completion of the Canadian Pacific Railway, traffic to Banff had continued to grow, ostensibly from the fame of its hot springs which were visited by numerous invalids. A small settlement had sprung up on the north bank of Bow River which had not been included in the original reservation around the springs.

Great interest developed among newcomers intent on establishing businesses, sanitariums and hotels. Stewart's survey program included the laying out of a townsite to accommodate both dwellings and business premises. The Canadian Pacific Railway Company indicated an interest in establishing a large resort hotel at Banff and applications were received for the right to construct private bathing establishments at the Upper Hot Springs. Although George Stewart was not formally appointed Superintendent of the new Park until January 1, 1887, his duties had been extended in 1886 from survey work to the planning and supervision of development. His first major undertaking, in addition to the survey program, was the construction of a road from the railway station at Banff (Siding 29) to the Upper Hot Springs. This was completed in July, 1886, and, although little more than a primitive thoroughfare permitting the passage of carriages, it was greatly superior to the mountain paths over which visitors previously had to climb. The crossing of Bow River was made possible by construction of a floating bridge, anchored at each end by cables pending the completion of a permanent crossing. A passable road from the bridge to the Cave and Basin Springs was brought into use by mid-July, 1886. Applications for the use of hot water at the upper hot spring led to the construction of a small reservoir around the spring from which the impounded water was distributed by a main.

Access to the Cave

During the winter of 1886-1887 improved access to the Cave Spring, one of the principal visitor attractions, was accomplished by blasting a tunnel through the rock along the route of a natural passage through which the water drained. On completion, visitors could enter the cave at ground level instead of climbing down a rough ladder through the opening at the top of the conical cavern. Strangely, this improvement brought protests in the form of a petition signed by the mayor and citizens of the embryo town of Calgary and forwarded to the Minister of the Interior. The petition advocated the construction of a spiral staircase into the cave from the opening in the roof through which the discoverers had first entered the steaming interior. Among those signing the petition were the Crown Timber Agent and the Agent of Dominion Lands at Calgary. Discovery of their association with the petition brought an official rebuke from the Deputy Minister of the Department, who called attention to the impropriety of civil servants taking exceptions to policy laid down by the Minister. In point of fact the letter was extremely blunt and ended with the admonition: "In the event of an officer of this Department finding himself in antagonism to a policy of the Minister, it does not appear to me that any course would be open to him other than to resign his position".[45] Needless to say, contrite replies were received from the offending officers. The enlargement of the original reservation of 26 km^2 to include a surrounding area of mountain splendour had definitely established the concept of a national park. The two-fold idea—conservation *and* development—without impairing the natural resources, was new to Canadians. Devel-

opment of the regions made accessible by the railway had, of course, been foreseen and on the eastern slope of the Rockies alienation was already under way. Along the newly-opened line, large areas of timbered land had been disposed of by public tender, and coal-bearing land had been sold by the Department of the Interior. Consequently, the reservation of several hundred square kilometres, for preservation and use in a relatively undisturbed state, was indeed a new phase of resource management.

Park Legislation Initiated

By early 1887, the Minister of the Interior had set into motion the legislative steps necessary to establish Canada's first National Park. Departmental officers had, as a prototype, Yellowstone National Park in the United States. This remarkable area, volcanic in origin, and distinguished by unusual natural phenomena such as hot springs, geysers, petrified forests, lakes, canyons and waterfalls, already was attracting wide attention. Descriptions of the area and its wonders by the earliest visitors including John Colter, Joseph Meek and James Bridger had not been generally credited. Not until reports of expeditions undertaken in 1869 and 1870 through the Yellowstone Lake area were published was there general credence given to the unusual character of the territory explored. As members of the Washburn-Langford-Doane expedition sat around a campfire discussing their adventures in September, 1870, one of its members, Cornelius (later Judge) Hedges, had made the startling suggestion that plans for private development of the area be discarded and that there be no private ownership of the region. Instead, he suggested that it be set apart in its entirety as a great national park.[46] The proposal was endorsed by other members of the party who, putting aside any ideas of personal gain, devoted their energies to making the "National Park idea" a reality. Their efforts were rewarded in December, 1871, when a bill to create Yellowstone Park was introduced in both Houses of Congress. It became law on March 1, 1872.[47] The Yellowstone National Park Act described the area as "dedicated and set apart as a public park or pleasuring ground for the benefit and enjoyment of the people." The Act also provided for the enactment by the Secretary of the Interior of regulations that would ensure "preservation, from injury or spoliation, of all timber, mineral deposits, natural curiosities or wonders within said park, and their retention in their natural condition."[48]

A bill to establish Banff National Park was introduced in the House of Commons on April 22, 1887. On the Minister of the Interior, Honourable Thomas White, member for Cardwell, rested the responsibility for its passage. The debates during the second reading and in committee created more than ordinary interest. In 1886, the Canadian Pacific Railway Company had extended to members of the Senate and House of Commons an invitation to ride, free of charge, over the newly-constructed trans-continental line to the Pacific coast and many had accepted the offer.[49] A stop-over at Banff had permitted a number of those accepting the invitation to visit the hot springs, including an opportunity of clambering down a rude ladder into the Cave Spring. The Prime Minister, Sir John A. Macdonald, accompanied by Lady Macdonald, had journeyed to the Pacific coast on the railway in July, 1886, and had ridden through parts of the mountains on the pilot or cow-catcher of the locomotive.

The Prime Minister contributed to the debate by extolling the beauties of the region. He prophesied that the new Park would attain international fame, and that it would in many ways recoup the Government for the current expenditure. Hansard records his contribution in part as follows:

> *I do not suppose in any portion of the world there can be found a spot, taken all together, which combines so many attractions and which promises in as great a degree not only large pecuniary advantage to the Dominion, but much prestige to the whole country by attracting the population, not only on this continent, but of Europe to this place. It has all the qualifications necessary to make it a great place of resort . . . . There is beautiful scenery, there are the curative properties of the water, there is a genial climate, there is prairie sport and there is mountain sport; and I have no doubt that that will become a great watering-place.* [50]

Also lavish in his praise for the new park was Donald Smith, member for Montreal West. His contribution to the debate included the following:

> *Anyone who has gone to Banff and from the plateau on which the hotel is to be built, has looked down on the fall immediately below, a fall of eighty feet or more with a large volume of water, who has looked on the reaches of the Bow River and, on turning round beheld the mountains towering heavenward, and not felt himself elevated and proud that all this is part of the Dominion, cannot be a true Canadian . . .*

Debate in the Commons

The reception given the bill was generally favourable. Some of the members of the opposition who had visited the Park gave it unqualified support. Among these was James Trow, member for Perth South, who two years earlier had visited the springs and later had urged the Minister to reserve them together with a substantial surrounding area. Support was also received from Honourable P. Mitchell, member for Northumberland, who also had visited the springs at Banff and on his return had written to the Prime Minister supporting the preservation of the springs as a public park.

Criticism from the opposition was centred on the fact that, during the current and previous year, the Government had spent about $46,000 on the proposed park under Governor-General's warrants. Mr. White defended the expenditure which he stated had been incurred in order to make the springs and the other natural attractions accessible to visitors as soon as possible. A substantial outlay had been made on the survey of the Park and most of the remaining expenditure was made on the construction of roads and a bridge over Bow River to provide access to the springs. The Prime Minister commented on the fact that, during his visit to Banff the previous summer, visitors

using the springs had to be accommodated in ranges of tents which they had brought along. Consequently he felt that the sooner the town was built the better.

Some of the members of the House—among them G.E. Casey representing Elgin—expressed concern that the bill, when law, would withdraw from the operation of the Dominion Lands Act a large area in the North West Territories and would give the Minister powers to license timber and mining operations within the Park. On the suggestion of Sir Richard Cartwright, the Minister of the Interior agreed to furnish a list of persons having leases in the Park and the nature of the properties so alienated. In committee, Mr. White explained that before the Hot Springs Reservation was made, certain timber limits within the area now proposed as a park had been disposed of by public competition. These areas, totalling 254 km^2, were sold to the Eau Claire and Bow River Lumber Company and to the Honourable J.G. Ross. In addition, coal areas totalling 472 ha within the Cascade Coal District, which had been established in 1884, had been patented. The Minister admitted that one of the timber berths almost covered the Hot Springs Reservation, but as the lands were held under yearly licence, arrangements could be made to secure any property necessary to preserve the forest for the Park. Later, Mr. White explained the situation as follows:

> *All I can say to the honourable gentlemen is that these people have paid $14,000 for 1,100 acres of coal lands. They got this land when this was all coal area, and before there was any question of it being a national park at all, before the making it into a national park was in contemplation. But I cannot quite understand how the honourable gentleman can reconcile himself with his friends, who oppose any expenditure whatever in connection with the national park when he suggests that we should actually enter into negotiations with these people who have bought these lands at large prices and who, evidently, considered them valuable. They have made some expenditure, I do not know to what extent, but they have taken some coal out of the mines—he thinks we should enter into negotiations to buy these coal areas back. We may have the power under this bill to regulate the manner by which the mining shall be carried on—the surroundings and everything of that kind—but to undertake to purchase it back again would be a very serious matter indeed. In relation to the timber question I may say, as I said this afternoon, that if we can arrange by exchange these limits for others, or in some other way release the park altogether from the presence of those leases, that course may hereafter be considered necessary.* [51]

The bill also provided for the establishment of regulations by the Governor General in Council for the control and management of the park. A clause which would give the Minister authority to issue leases of park lands for the construction of buildings for ordinary habitation and for the purposes of trade and industry drew criticism from Sir Richard Cartwright. The opposition member suggested that a time limit should be fixed for such leases. The Prime Minister replied that it was hoped to induce concessionnaires and others to build handsome buildings in the Park and that prospective investors or residents would not build a desirable class of building on a 21-year lease. Conversely, Sir John A. offered the opinion that if there was to be a limit at all there must also be the right of renewal. Regulations subsequently made did limit the terms of leases to 42 years, but also provided for renewals which, in accordance with the terms of the leases, were self-perpetuating. In years to come this feature proved to be a source of embarrassment to future Ministers responsible for the administration of the Parks.

National Park Established

The bill was read for the third time on May 6, and the Act, since known as the Rocky Mountains Park Act, received Royal assent on June 23, 1887.

With Rocky Mountains Park legally established, its boundaries definitely outlined, and the necessary authority provided for its administration, it was possible for officers of the Department of the Interior to undertake park development without serious complications. The future concept of the Park, its scope and purposes were set out in the dedication clause of the new Act which read as follows:

> *2. The said tract of land is hereby reserved and set apart as a public park and pleasure ground for the benefit, advantage and enjoyment of the people of Canada, subject to the provisions of this Act and of the regulations hereinafter mentioned, and shall be known as the Rocky Mountains Park of Canada .* [52]

It is interesting to observe that the wording of this clause is phrased in a manner very similar to that used in the Yellowstone Park Act, and there is every reason to believe that its framers had recourse to the United States legislation. William Pearce has stated that the first regulations made under the authority of the Act were based largely on the regulations governing the Arkansas Hot Springs.[53] However, unlike Yellowstone Park, for which no appropriation was voted until six years after its creation, Rocky Mountains Park was a "going concern" from the outset.

Early Visitor Amenities

Although regulations made in 1889 provided for the protection of forests and game, the control of private construction and development, and the preservation of natural phenomena, the early development of the Park was geared to the creation of a resort area. As might be expected, emphasis was laid on the use and development of the Cave and Basin springs. In 1887, the pool in the cave, now easily accessible by tunnel, was cleared of rock and debris. The perimeter was enclosed by a masonry wall fitted with pipes and valves to regulate the flow and level of the hot water in the cave. The companion Basin pool also was cleaned and enlarged, and the porous rock walls strengthened by masonry. Suitable dressing-room accommodation for bathers was provided in the form of buildings at both the Cave and Basin pools. Designed, accord-

ing to the department's annual report, in "Swiss" style, these buildings contained separate accommodation for men and women. Winter use was made possible by the use of wood stoves.

Development of the Upper Hot Springs by the department would be withheld for 17 years, but hot water from this source was made available to concessionnaires at rates established by regulation. Two developments combining both bathing facilities and overnight accommodation were erected at the Upper Hot Springs in 1886 by Dr. R.G. Brett and by George Eastman and J.H. McNulty. Dr. Brett's building, known as the Grandview Villa, included a log pool chinked with oakum. Formerly chief surgeon for the Canadian Pacific Railway Company, Dr. Brett, with some foresight, also had applied for and been granted a site immediately south of Bow River bridge at Banff for a building which served the purposes of a hotel and hospital. Known originally as the Sanitarium, and later as Bretton Hall Hotel, the building was supplied with hot water conveyed from the Upper Hot Spring by pipe. The tremendous pressure generated from a fall of more than 183 vertical metres was controlled by conveying the water to an iron tank half-way down the slope, from which distribution was then made.

In 1887, the Canadian Pacific Railway commenced construction of the first of several buildings to be known as the Banff Springs Hotel. The site, admirably located on a bench above the junction of the Bow and Spray Rivers, was selected personally by W.C. Van Horne, the Vice-President of the Company, on the recommendation of Tom Wilson, the guide who discovered Lake Louise and Emerald Lake. Completed and opened in 1888, the handsome five-storey building provided the finest accommodation in the Park. Adjoining the hotel was a bathhouse containing two plunge baths and ten tubs, all supplied with water from the Upper Hot Springs.

Banff Townsite Takes Form

George Stewart's surveys had resulted in a residential subdivision south of Bow River within the original Hot Springs Reservation and a townsite north of the Bow River. Originally this area, as surveyed in 1886, consisted of two blocks of residential lots along the river and four blocks of smaller lots fronting on Banff Avenue, and Bear, Beaver, Muskrat and Otter Streets. The preliminary plan later was expanded by survey to incorporate additional blocks and access to a new railway station. The Superintendent's first office accommodation was provided by a tent erected near the original railway station at Siding 29 adjoining a shack on property occupied by the Woodworth Brothers at the foot of Cascade Mountain. Later in 1886, Stewart moved to a new log building on Bear Street which, although vacated by the Superintendent in 1904, remained on the site until 1947.

Originally it had been planned to lease the larger riverfront or "villa" lots in the town plot north of Bow River for residential purposes, and to sell smaller lots for commercial use. In the capacity of acting Superintendent, George Stewart accepted applications and deposits on lots, pending approval of the plan of survey and the delivery of deeds. Building construction on a number of lots followed, although lot ownership was confirmed only by interim receipt. Stewart's action in disposing of lots was premature, as adequate registers and records had not been provided, nor had regulations governing the use of park lands been established. These deficiencies had been observed by William Pearce, and brought to the attention of the Minister.

Meanwhile, the Canadian Pacific Railway had informed the Department of proposals to move its divisional point from Canmore to Banff and, as the company's land requirements were unknown, Stewart was notified to accept no further applications. By early May, 1887, legislation for the Park had been introduced in Parliament and Superintendent Stewart was advised by telegram that lots within the park reservation and in the townsite would be leased, not sold. Somewhere along the line the message was garbled by the telegraph company and when received by Stewart read "leased or sold". This error was later acknowledged by the Canadian Pacific Telegraphs and a corrected copy of the message was delivered to Stewart. Instructions were then issued to Stewart to make the necessary explanations to those who assumed they had made deposits on the purchase rather than the lease of lots, and to arrange for the necessary refunds and recall of the interim receipts issued. With a few exceptions, all prospective property owners accepted leases, but the premature sale of lots later would terminate Stewart's career in the government service. As of December 31, 1887, a total of 180 townsite lots had been leased and six hotels, nine stores, two churches, a school and post office were in operation.[54] Before the end of the year departmental officers at Ottawa had recognized the volume and variety of duties which Stewart as Park Superintendent was called on to perform. Consequently, in November, E. A. Nash, who had been Agent of Dominion Lands at Battleford, was transferred to Banff, where he took over all duties connected with the disposal of building lots and other lands in the Park.

Access to Scenic Areas

With subdivisions laid out both north and south of Bow River, Stewart was in a position to extend development and open up the enlarged park to wider public use. Devil's Lake, later to be known as Lake Minnewanka, had been recognized for years as a fisherman's paradise, and it was made accessible by a carriage road. The existing roads to the Cave and Basin Springs and Upper Hot Springs were improved and an extension made along Bow River past Bow Falls to the junction of the Spray. The floating bridge over Bow River was replaced in 1887 by a substantial iron structure supported on stone piers. Another bridge over Spray River below the Banff Springs Hotel was installed, making possible the construction of the loop drive which, sixty years later, would still provide a popular excursion. Gradually, the road system radiating from Banff was extended to include a drive around Tunnel Mountain passing the hoodoos, strange pillars formed by erosion of glacial deposits on the steep banks of Bow River. An extension from this road gave access to the mining settlement of Anthracite. Also made accessible were Sun Dance Canyon and the Spray River Valley. Transportation along the newly-opened roads was provided exclusively by horse drawn vehicles. The most popular conveyance was the tallyho, a dashing high-rigged open carriage drawn by four horses hitched in pairs. Early models contained four rows of seats in which passengers sat three abreast with those on the back seat facing the rear. Later

models had six rows of seats including that occupied by the driver.

Enjoyment of the Park's scenic attractions was not confined to those riding on or behind horses. Boating on Bow River and Lake Minnewanka provided leisurely outings from earliest days. The first boating concession was operated from the floats of the temporary bridge at Banff, and later was moved a short distance upstream, where it has since remained. The original operator also sponsored the *Mountain Belle*, the first launch on Bow River in the vicinity of the Park. In 1888, a steam yacht was placed in operation at Lake Minnewanka, where a boat business, stimulated by good angling, has been maintained during the intervening years.

Following the initial flurry of development which complemented or followed the establishment of the Park, new works, buildings and improvements were embarked on very slowly. Appropriations made available annually were quite modest, and the operations staff was small. Although a "forest ranger" in the person of John Connor had been appointed early in the Park's existence, a protective force had yet to be organized. Fires in the mountains and along the railway line were frequent and disastrous, and the small community of Banff lived through the brief summers in the fervent hope that periodic conflagrations would not engulf them. In cases of emergency, the Park Superintendent had no option but to second this work force to the task of combating and suppressing fires.

Measures for Conservation

Nevertheless, some conservation work was undertaken. Shortly after the reservation of the hot springs, a survey of wildlife conditions in the proposed Park was undertaken on the authority of the Minister of the Interior. This assessment was carried out by W. F. Whitcher, formerly Commissioner of Fisheries for Canada. His report, incorporated as an appendix to the Annual Report of the Department for 1886, carefully reviewed the status of the native wild life in the vicinity. It made recommendations for the replacement of game animals depleted by hunting carried on by the transient population during railway construction. Other conservation measures proposed and later adopted included the planting of wild rice in shallow lakes and sloughs to encourage the propagation of migratory waterfowl, establishment of a tree nursery to assist in the reforestation of devastated areas, and the cutting of fire-guards to control the advance of fires from points west of the park. It was not until 1909, however, that really effective measures were taken to develop an adequate game and forest protection service for the Park.

National Park Attractions

During the 1890's life at Banff and the National Park was generally one of leisure, highlighted by the arrival and departure of visitors by train from other parts of Canada and the United States. Advertising undertaken by the Canadian Pacific Railway was responsible for most of the long-distance travel, as neither a provincial nor a national tourist bureau had yet been organized. Large concentrations of visitors, especially on weekends, were to be a phenomenon of the future, although the Annual Report of the Park Superintendent for 1900 indicated that the annual visitor total had been swelled by 1,500 persons who arrived on an excursion from Calgary. This incursion, however, seems to have been an exception, for most of the outlying centres, including Calgary, were not yet heavily populated. Practically all visitors, not staying with friends, were accommodated at hotels, of which the Banff Springs and the Sanitarium attracted the largest patronage. Superintendent Stewart's report for 1887 estimated the visitor total at 3,000. By 1891, that figure had risen to 7,250, but over the next few years levelled off to around 5,000. In 1899, total attendance was 7,387 and in 1901 had reached 8,156.

The mineral hot springs continued to provide the principal attraction, although accommodation at the Upper Hot Springs was primitive until January, 1905, when the park administration opened a new bathing pool augmented by dressing rooms for men and women. Many visitors, however, found relaxation in the enjoyment of an alpine environment, enchanted by superlative scenery and the clear mountain air. Sports such as riding, fishing, and mountain climbing all had devotees, and the more adventurous could ride out into the mountain wilderness under the guidance of outfitters who provided horses, guides, food and equipment. To some of these adventurous souls, later park administrators owed the discovery of many places and natural features in the Canadian Rockies which later became famous. The guides used old Indian and game trails which were to be found in many of the valleys. Quite often, delays occurred, as time was spent in clearing a passable way through windfalls or fire-killed areas. Early visitors who published accounts of their travels, including Norman Collie, Walter D. Wilcox, Sir James Outram and Mrs. Charles Schäffer, A.P. Coleman, and Hugh Stutfield, contributed greatly to a knowledge of the mountains and to the development of a national park policy.

Cultural attractions were few, although an early Minister of the Interior had shown an interest in the development of a park museum. The first museum building was opened in 1895, and attracted 661 visitors. Another place of interest which was to survive through the years was a wild animal paddock, which, in 1890, originally enclosed a small exhibition herd of elk. In 1897, these animals were joined by three buffalo from Texas donated by a public-spirited citizen of Toronto. The following year, the Department of the Interior acquired 13 additional head from the herd of buffalo developed at Silver Heights in Manitoba by Lord Strathcona, High Commissioner for Canada in Great Britain.

As Canada's first national park moved into the twentieth century, an advertisement carried by the local newspaper at Banff, the *Crag and Canyon*, aptly illustrated the atmosphere of the times:

> *The Canadian National Park. A natural watering place and pleasure resort. Seventy-five miles of good roads and bridle paths. For information, write the Superintendent, National Park, Banff, North West Territories.*

Administrative Changes

The closing years of the century witnessed the replacement of the Park's first Superintendent. After more than eleven years of devoted service, George Stewart was relieved of his duties in 1897. This action followed

significant changes in departmental administration. In the general election of 1896, the Conservative Government was replaced by a Liberal administration under Wilfrid Laurier. The Honourable Clifford Sifton became Minister of the Interior in November. A man of high principle and progressive outlook, Sifton was appalled at the state of affairs in which he found the department. Evidently the easy-going ways of the early civil service were exemplified in the Department of the Interior, where Sifton found a vast conglomeration of records and files relating to land matters which, to deal with completely, required a period of two years.[55] As chronicled by his biographer, John W. Dafoe, Sifton's opinion of his new charge was poor.

> *The crying complaint was that it was a department of delay, a department of circumlocution, a department in which people could not get business done, a department which tired men to death who undertook to get any business transacted with it.*[56]

One of Sifton's first moves was to replace the Deputy Minister, A.M. Burgess, by James A. Smart of Brandon, Manitoba. Mr. Smart had been a colleague of Sifton in the provincial government, had been Minister of Public Works for Manitoba from 1888 to 1892, and had a reputation for business acumen. Burgess was transferred to the post of Commissioner of Dominion Lands, which Sifton had moved from Winnipeg to Ottawa.[57]

The Banff Lot Scandal

Stewart's discharge followed an inquiry held at Banff in March, 1897, by a Commissioner appointed under the Inquiries Act. According to Order in Council P.C. [illegible]5 of the 21st of April, 1897, the reason for the inquiry was the disposal of lots in Banff Townsite in the autumn of 1886 by Stewart when Acting Superintendent. Stewart had sold to Donald Blackwood, on behalf of members of the Blackwood family, a total of 18 townsite lots in Banff and had accepted a deposit of $120 against the purchase price of $1,800. Some of these lots later were sold by the Blackwoods to others at a small profit and the purchasers had erected buildings. Most of the individuals from whom deposits had been accepted as token payments on lots had, following the change in Departmental policy, accepted leases. In the cases of the lots reviewed at the inquiry, settlement obviously had not been negotiated by Stewart. Following the inquiry, all properties involved were repossessed by the Department and compensation was paid to those who had erected improvements under the impression that they had actually purchased lots. Blackwood also received a refund of his original deposit. Stewart's reasons for accepting deposits against the sale of so many lots to one individual are undisclosed. The departmental file shows that Stewart had reported all interim sales of lots by letter to the Deputy Minister and had received an acknowledgement that the prices were satisfactory. The following spring, departmental policy was altered and confirmed by the Rocky Mountains Park Act, which authorized disposal of lots only by lease.

On August 22, 1887, the Minister wrote Stewart:

> *I want you to obtain from each of the lot holders of the townsite an application for a lease, in which the price will be embodied, and a statement of willingness to comply with regulations which may be made from time to time by Governor in Council or Minister of the Interior. Then get one year's rent say from 1st July last.*[58]

On August 29, Stewart replied:

> *I have already got a number of signatures to the agreement to lease and find no difficulty except in some of the cases where Blackwood took up the lot in the first plan. There are only a few left of the Blackwood lots and I hope to succeed in getting them all into other hands who will take the leases. This will be the simplest way of getting rid of Blackwood and I hope to accomplish it. I saw Rowe (the Land Agent), the other day at Calgary who told me he had orders to return the deposits. I told him to wait until he heard from you and I would write you to instruct him not to return the deposits as I find in some cases Blackwood and others sold the deposit with the lot and have no further claim on it. The matter can only be arranged here and if you will kindly instruct Rowe to hold on to the deposits and work through me on the matter I think I can bring it out all right. The only difficulty I have now is getting the address of the persons who took up the lots and that I am finding out gradually.*

It does seem that Stewart was dilatory in failing, over a ten-year period, to negotiate leases with the occupants of the lots. Perhaps there were other attending circumstances. The Deputy Minister's foreword to the Annual Report of the Department for 1897 covers the incident as follows:

> *In this case, complaint was made that the manner in which the affairs of the Park were being administered generally was such as to cause much dissatisfaction among those who frequented the Park and more especially amongst persons who had business to transact at the Superintendent's office in connection with land and other matters. Instructions were therefore issued to Mr. E. F. Stephenson of Winnipeg, Inspector of Crown Timber Agencies, to make a careful inquiry into the matter. As a result of his examination, it has been found advisable to make certain changes in the mode of conducting the business there and to replace the Superintendent, Mr. Stewart, by a younger man, it being considered that the latter would be in a better position to so conduct the work as to remove the grievances complained of.*[59]

Whether Stewart was a victim of political action or had merely become involved in the departmental reorganization probably never will be known. Altogether, it was a regrettable termination of a career for a public servant

who had been instrumental in having the original boundaries of the Park extended, had been largely responsible for its planning, and had guided its development through the early formative years. The inquiry into Stewart's administration was one of three that had been instituted "owing to certain complaints that had reached the Department early in the spring of 1897". The other two inquiries, as revealed by the Deputy Minister's report, resulted in the removal from office of the Crown Timber Agent at New Westminster, B.C., and the Immigration Agent at Halifax.

New Superintendent Appointed

Stewart was replaced in September, 1897, by Howard Douglas of Calgary. Douglas was familiar with the Rocky Mountain region, for he had been employed by the Canadian Pacific Railway Company as officer in charge of supplies over the section extending from Brandon, Manitoba, to Revelstoke, British Columbia. Following the completion of the railway, he established and carried on a cartage and coal business in Calgary. Over the fifteen years following his appointment, Douglas proved to be an energetic and aggressive superintendent. After the Park was enlarged in 1902, increased appropriations permitted an extended program of development that provided many new services and amenities for park visitors.

The Lake Louise Reservation

Although the alpine splendour of Lake Louise, situated about 53 km northwest of Banff, had been known since its discovery in 1882 by Tom Wilson, it was not until 1892 that it was reserved, within a surrounding area of 132 km^2, as a forest park. Wilson had served Major A.B. Rogers as head packer in 1881 and 1882 during the reconnaissance surveys for the Canadian Pacific Railway. While camped with a pack train in 1882 near the mouth of Pipestone River, Wilson was joined by a few Stoney Indians who set up teepees nearby. Wilson heard rumbling noises in the mountains above and was informed by one of the Indians, Edwin by name, that the thunder came from a snow-covered mountain above the "Lake of Little Fishes". Accompanied by the Indian, Wilson rode up through dense forest to the lake and discovered that the sounds so audible in the valley below were made by avalanches crashing down the glaciated mountainsides.[60] Wilson's Indian companion also described two small lakes located higher on the mountain-side now known as Mirror Lake and Lake Agnes. As the first white man to see the lake, Wilson named it Emerald. In 1884 it was renamed Lake Louise, to commemorate a visit to Western Canada of Princess Louise, wife of the Governor General, the Marquis of Lorne (1878-1883). While searching for stray pack horses in the vicinity of Field, Wilson also discovered in 1882 what is now known as Emerald Lake.

The Canadian Pacific Railway Company recognized the potential of Lake Louise as a visitor resort in 1890, when it erected a small chalet on the eastern shore. The following year the lake and chalet were made more easily accessible by the construction of a carriage road from Laggan Station by the railway company. As knowledge of Lake Louise and its beautiful alpine setting became more widely known, it was visited in increasing numbers. The Canadian Pacific Railway Company constructed bridle paths along the shores of the lake and up the slopes to the "Lakes in the Clouds", improvements that were appreciated by guests at the chalet. Although the original chalet was destroyed by fire in 1892, it was replaced the following year and the accommodation was expanded greatly between 1903 and 1913. In his guide book to the Lake Louise Region, Walter D. Wilcox of Washington, D.C., observed that, although only 50 visitors were registered at Lake Louise Chalet in 1893, by 1908 there were more than 5,700.[61]

The majestic snow-capped peaks surrounding the lake—some of them forming the continental divide—provided an irresistible challenge to mountain climbers. The Railway Company encouraged alpine activity by importing Swiss guides, building a special lodge for their accommodation at Lake Louise, and placing their services, for a fee, at the disposal of visitors. In 1902 the area surrounding Lake Louise was incorporated in Rocky Mountains Park, when the boundaries were extended westerly to the continental divide.

More Park Reserves

The possibility of park reservations beyond the summit of the Rocky Mountains had not escaped consideration. The setting aside for public use of the hot springs at Banff in November, 1885, had aroused the interest of not only Canadian Pacific Railway officials but of members of Parliament. On March 22, 1886, the Member for Lisgar, Manitoba, A.W. Ross, asked the Minister of the Interior in the House of Commons if the Government planned to reserve one or more parks along the line of the Canadian Pacific Railway in the North West Territories or British Columbia and, if so, what would be their extent. The Minister (Mr. White) replied that the Government had every intention of so doing but the points at which parks would be reserved and laid out had not yet been decided on.[62] Mr. Ross followed up his question by writing the Minister on March 31, 1886, and recommending that parks be established at Banff and at Laggan in the North West Territories, and at the foot of Mount Stephen, at the summit of the Selkirk Mountains, at Three Valley Lakes and at Shuswap Lake in British Columbia. A copy of Ross' letter was referred to William Pearce, Commissioner of Mines at Winnipeg, for comment. Pearce replied by memorandum in which he called attention to the reservation already made at Banff. He agreed that the suggested reservations might be made at Laggan and along the railway line from Kicking Horse (now Wapta) Lake to a point 1.6 km west of Mount Stephen. He favoured a reservation at the summit of the Selkirk Mountains, at Three Valley Lakes and at Eagle Pass. He also suggested Albert Canyon as a site for consideration.

Yoho and Glacier Reserves

The Minister sent copies of Mr. Ross' letter and Pearce's memorandum to W.C. Van Horne, Vice President of the C.P.R. Van Horne in reply commended Pearce's recommendations but added that Henry Abbott, General Superintendent of the Pacific Division, would be going west in a few days and he would give special attention to the matter of parks. On January 10, Mr. Van Horne forwarded to Mr. White a letter from Abbott recommending reservations 16 km square (256 km^2) at Banff and Mount Stephen, a reservation 32 km square (1024 km^2)

in the vicinity of Syndicate Peak (Mount Sir Donald) in the Selkirk Mountains, and an area in Eagle Pass taking in Three Valley and Griffin Lakes. Abbott's letter was forwarded by Deputy Minister Burgess to the Minister at Calgary with the suggestion that the areas of the proposed reservations be kept within a limit that would warrant their protection. The Minister evidently preferred to accept Mr. Abbott's recommendation, for on October 10, 1886, Order in Council P.C. 1880 was passed, providing for mountain park reservations at four locations. These included an area of 16 km square (256 km^2) surrounding the base of Mount Stephen near Field, an area 32 km square (1,024 km^2) in the vicinity of Syndicate Peak (now Mount Sir Donald), a reservation 24 km square (225 km^2) in Eagle Pass, and an area not exceeding 16 km square (256 km^2) incorporating the amphitheatre at the summit of the Selkirk Mountains. Copies of the Order in Council were sent to the Secretary of the Canadian Pacific Railway, the Crown Timber Agent at Winnipeg, and the Commissioner of Lands at Winnipeg. William Pearce promptly wrote the Minister's Secretary from Winnipeg inquiring if a mistake had not been made in defining the areas by confusing "miles square" with "square miles".[63] The Deputy Minister replied that he had already drawn to the attention of the Minister the extraordinary size of the proposed reservations, but that the descriptions in the Order in Council were exactly as suggested by Mr. Abbott. Second thoughts were to prevail, however, and following a conference in the Minister's office, attended by Deputy Minister Burgess and Pearce, Mr. Burgess wrote Abbott suggesting that the smaller of the alternative areas would be sufficient. Abbott stood by his previous recommendation, stating that the areas advocated would afford better protection from fire. This view prompted an observation by Pearce that if "he (Abbott) thinks it desirable to protect the timber in it (area 3) why has the C.P.R. a sawmill at work there cutting lumber for snow sheds?"[64] Pearce also pointed out in his memorandum to the Deputy Minister that reserves of this nature should not be made larger than an area in which trespass and protection could be controlled. In the end, the opinion of the Deputy Minister and Pearce prevailed, for on December 8, 1887, the original reservations were modified by Order in Council P.C. 2441, which changed the areas of the various reserves from "miles square" to "square miles".

A final step in the confirmation of these park reserves was necessary, for the reason that the various orders in council had included no definite descriptions of the lands involved. Pearce again was consulted, and he forwarded to the Secretary of the Interior on April 5, 1888, sketch plans and an outline of the lands which he considered each reserve should contain. With the assistance of the Surveyor General, descriptions of the lands by section or fractional section were prepared, and adopted by Order in Council P.C. 2169 of October 11, 1888. These reserves, as finally established, laid the foundations for the future Yoho and Glacier National Parks. The reservation of land surrounding Griffin and Three Valley Lakes was cancelled on October 14, 1902, after representations were made to the Minister of the Interior that "the lands were worthless as a park." The park reserves at Lake Louise, Field and in the Selkirk Mountains were destined to be orphans of the park administration for many years. Only the interest and expenditures of the Canadian Pacific Railway Company kept them in the public eye. The construction of a chalet at Lake Louise resulted in a slow but steady increase in visitors to the area, practically all of whom arrived over the railway. A small settlement developed at Field, where railway maintenance and a small mine, the nearby Monarch, provided most of the employment. The Canadian Pacific had, before the introduction of dining-cars, erected restaurants at Field and Glacier Station, at which meal-stops were made for the convenience of passengers. From these innovations were developed the widely known Mount Stephen House and Glacier House hotels, which rapidly became visitor centres. Later events, including extensions to the original park reservations, would bring developments and amenities resulting in a wider use and appreciation of the mountain wilderness and its many attractions.

Waterton Lakes Forest Park

Before the end of the 19th century, an additional park reserve was created in one of the most colourful sections of the Canadian Rockies. In his annual report for 1886, William Pearce, Superintendent of Mines, had commented on the growing popularity and use of the hot springs at Banff, and had added the following observation:

> *There are many other points in the Rocky Mountains which, in the near future, it would be well to reserve, among which may be mentioned the vicinity around the lakes which rise near the 49th Parallel and empty by the Waterton River into the Belly River.*[65]

This recommendation was overlooked or forgotten by departmental officers, and it was not until 1893 that the desirability of having an area surrounding the Kootenay or Waterton Lakes preserved for public use was drawn to the attention of government. In September of that year, F.W. Godsal, a rancher in the Cowley District north of the lakes, wrote Pearce at Calgary and made a strong plea for a park area that would surround the lakes. Godsal specifically recalled Pearce's recommendation "in an official report", and explained that, as the lakes for some years had provided a common resort for the surrounding neighbourhood for camping and holiday making, they should be set aside for public use before they were crowded out and spoiled by settlement, which was being accentuated by the construction of a railway through Crow's Nest Pass.

Waterton's First Resident

Godsal had long been interested in the National Park movement, and had been among those who had signed the petition forwarded to the Minister of the Interior in 1887 protesting the construction of a tunnel into the Cave Spring at Banff. His observation about the need for a pleasuring ground in an area where there were "few such places" was indeed prophetic. Less than a decade before, the area surrounding Waterton Lakes had been a relative wilderness in which the first permanent settler, John George "Kootenai" Brown, had established a home on the shores of the Lower Waterton Lake. A veritable soldier of fortune, Brown had lived an extraordinary life of adventure before settling down to the life of a guide, hunter and

fisherman. Commissioned as an ensign in the British Army in 1857, he had seen service in India before selling his commission three years later. Sailing from England for Panama, he had crossed the isthmus on foot, shipped north to San Francisco and Victoria, engaged in the Cariboo gold rush, and crossed the Rockies via South Kootenay Pass in 1865. In the years following, Brown was in turn a hunter, mail courier, army scout, guide and interpreter. In 1869, he married a Metis girl at Pembina. Eight years later, he was involved in a quarrel with a trader in which his antagonist was fatally stabbed. After being tried for murder, Brown was acquitted. The following year he returned to the lakes he had first glimpsed in 1865 and opened a store. A new life of trading, hunting and fishing was interspersed by service as a scout with the Rocky Mountain Rangers during the rebellion of 1885, and later with the North West Mounted Police at Fort MacLeod as a guide and packer.[66] In his lonely but scenically superb surroundings, six kilometres north of the International Boundary, Brown was to witness in a few years some startling changes. In 1889-90 oil was discovered in the valley of a creek (Cameron) above and west of Upper Waterton Lakes. This find precipitated Alberta's first oil boom but, although frantic staking ensued and a development company was formed, the rush soon came to an end. William Aldridge, a settler in the vicinity, collected and sold crude oil to other settlers and ranchers in the district, but the developers apparently lost interest. An influx of population, coupled with a growing scarcity of game and fish, brought to older residents of the area, including Brown and Godsal, a realization that the character of the district was rapidly changing and that its attractions as a sportsman's paradise were fast disappearing.

Godsal's recommendation of September, 1893, that the Waterton Lakes be reserved as a national park without doubt conveyed the feelings of other residents of the area. Pearce promptly forwarded Godsal's letter to higher authority with a recommendation that the reservation be made. His letter pointed out that the lands under review had no value for cultivation, and only slight value for grazing.[67] The reception to the proposal in the Department of the Interior at Ottawa was less than enthusiastic. Whether the civil service mind was merely cautious or definitely reluctant to embark on further national park reservations is unknown, but the relevant file shows that the Secretary of the Interior, John R. Hall, was sceptical. In a brief note to the Deputy Minister he inquired, "Don't you think it possible to overdo this park reservation business?". In turn the Deputy Minister, A.M. Burgess, submitted the correspondence to the Minister, Honourable T. Mayne Daly, with the following observations:

> *I submit a sketch showing the land which Mr. F.W. Godsal recommends to be withdrawn from settlement and reserved as a park, it being a place of public resort. There is really some danger that this reservation of parks may be made ineffectual on account of the number of reservations. I am afraid that if they go on increasing, the public will begin to think that they are not very sacred. It would be far better to have only one or two parks at important points, and to have them faithfully and well protected, than a larger number of reservations none of which the public would regard.* [68]

Park is Established

The unhurried pace of departmental deliberation at the time is reflected in the fact that a full year elapsed before Mr. Burgess' memorandum was finally disposed of. Nevertheless, to his everlasting credit, Mr. Daly disregarded his Deputy's advice and took a long term view of the proposal. In a handwritten memorandum dated November 19, 1894, he reached a decision that in future years would have far-reaching implications.

> *Upon the strength of Mr. Pearce's approval of Mr. Godsal's suggestion, you have my authority for making the proposed reservation for park purposes. Posterity will bless us. In Memorandum to Council incorporate what Pearce says as to land values.* [69]

On May 30, 1895, portions of Townships 1 and 2 in Ranges 29 and 30 west of the Fourth Meridian were set apart as a forest park under authority of Section 78 of the Dominion Lands Act. The park area totalled 140 km^2 and incorporated the portion of Upper Kootenay or Waterton Lake situated north of the International Boundary, together with the middle and lower lakes. The decision to reserve this area was a most significant one, for rejection of Godsal's recommendation on the eve of a new century undoubtedly would have had an adverse effect on later proposals for national parks. Although many years were to pass before the forest park was to be placed in charge of a resident custodian and developed for visitor use, Waterton Lakes and their great attractions were saved from alienation, and from then on were open to public use and enjoyment.

Park Idea Confirmed

And so, as Canada entered the twentieth century, the "national park idea" was firmly established. Rocky Mountains Park had been a reality for nearly thirteen years, and five additional park reservations had been made elsewhere in the Rocky and Selkirk Mountains. The incomparable beauty of the Lake Louise area was saved from despoliation, the nucleus of parks that would encompass the wonders of Yoho Valley and the snowy Selkirks had been set aside, and the Canadian component of the future Waterton-Glacier International Peace Park had been preserved for posterity. Canadians could look forward to future extensions of a national heritage from which countless millions in years to come would enjoy the benefits of outdoor life and healthful recreation in surroundings of great natural beauty.

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Chapter 2

Expansion in the West (1900 to 1981)

Glacier House Hotel and Station, Canadian Pacific Railways

Introduction

The early popularity of Rocky Mountains Park and its principal vacation centre, Banff, was due in a large measure to the enterprise of the Canadian Pacific Railway Company. For the first 25 years of its existence, the national park, later to become known as "Banff", was accessible only by railway. The company erected, with funds derived from sales of land, hotels at strategic points along its line through the Rocky and Selkirk Mountains. The company also carried on an advertising program that extolled not only the luxury of its hostelries, but also the magnificence of their surroundings. As visitor traffic increased, it was inevitable that Canadians would soon realize that a park area of 673 km^2 would no longer serve the needs of a growing population. As events transpired, the demand for more and larger parks was met by the establishment of a chain of national areas that, midway into a new century, spanned the continent from the Atlantic almost to the Pacific Ocean.

As recorded in the first chapter of this history, park reserves or "forest" parks had been established on the line of the Canadian Pacific Railway west of Banff at Lake Louise, Field and Glacier; at Waterton Lakes in the southwestern part of what is now Alberta; and at Jasper on the line of the projected Grand Trunk Pacific Railway. These reserves, together with Rocky Mountains Park, formed the nucleus of Canada's National Park system. By 1912, the motor vehicle, in various forms, was replacing the horse as a means of local transportation, and the pioneering instincts of early motorists exerted a profound influence on the expansion of the parks movement in Canada. In the following pages will be found details of the circumstances relating to the enlargement of the earlier park reserves, their confirmation as national parks, and the establishment of additional parks representative of the nation's outstanding scenic regions or its unique and varied wildlife.

Banff National Park

Before the close of the nineteenth century, the Government of Canada was urged to extend the boundaries of its national park. Early in January, 1899, A.E. Cross of Calgary, a member of the Legislative Assembly for the Northwest Territories, wrote the Honourable Clifford Sifton, Minister of the Interior, calling attention to the destruction of "big game" in the Territories. He suggested that Rocky Mountains Park be enlarged to incorporate lands between the Canadian Pacific Railway to the north and the Crows Nest Pass Railway to the south, extending easterly from the crest of the Rocky Mountains to the foothills.[1] Apparently Mr. Cross enlisted support for his proposal, for on February 25 Arthur L. Sifton of Calgary wrote to the Minister also recommending extension of the park boundaries. He enclosed a description of the lands he believed should form the extension, which lay south of Township 34 between the western boundary of Range 7 and the British Columbia boundary.[2]

Howard Douglas, Superintendent of the park, had recommended an increase in the park area in his annual report for 1898. He now joined the advocates by forwarding a long letter to his Minister on March 23, 1899. Douglas compared the insignificant area of Rocky Mountains Park (673 km^2) with that of Yellowstone National Park in the United States (7,770 km^2) and the recently established Algonquin (1893) and Laurentides (1895) Provincial Parks in Ontario and Quebec, both of which exceeded 4,662 km^2.[3] He also drew attention to the attendance at Rocky Mountains Park for the years 1895 to 1898, which had greatly exceeded that at Yellowstone Park.

Another reason for suggesting an extension of boundaries was the possibility that, following the creation of provinces from the Northwest Territories, the assembly of land for park purposes might be more difficult. A final agreement advanced by Douglas was the need of ensuring that the park was large enough to accommodate visitors who might wish to ride out into wilderness areas and enjoy scenic and natural attractions not accessible by carriage roads.

The Park is Enlarged

Support from the press of western Canada also was evident, as editorials in the Winnipeg *Free Press* and the *Vancouver World* emphasized the need for immediate action. As the *Free Press* stated:

> *By all means let the National Park at Banff be enlarged, as the Superintendent urges in his annual report. Its area is about 260 square miles; about one-tenth the area of that of the United States National Park on the Yellowstone. There is lots of elbow room in the Northern Rockies as yet, and the time to take action is now — before vested interests shall have made it difficult to enlarge this, the most beautiful playground possessed by any people.*[4]

Clifford Sifton approved the enlargement suggested by his brother Arthur and by Superintendent Douglas, and a bill to amend the Rocky Mountains Park Act was drawn and printed. The proposed legislation, however, was deferred until 1901, when the bill was resurrected and revised. The amendment was passed by Parliament during the 1902 session and received royal assent on May 15, 1902.[5] The enlarged park now contained an area of 11,396 km^2 including the spectacular Lake Louise area which had been originally reserved in 1892, together with the watersheds of the Bow, Red Deer, Kananaskis and Spray Rivers, and made available to park visitors the outstanding scenic areas surrounding the Bow, Spray and Kananaskis Lakes.

The area of Rocky Mountains Park later experienced further revisions. In 1908, the administration of the parks had been placed under the Superintendent of Forestry, and a forest and game protection service was organized. Howard Sibbald, who had been appointed chief game guardian of the park in 1909, recommended to Superintendent Douglas the deletion of a portion of the park comprising foot hill country in which timber cutting and grazing privileges had been granted. Sibbald believed that boundaries where possible should be more definite than those described by township lines, many of which had not been surveyed. Douglas agreed that existing boundaries were impossible to locate on the ground and that the cost of a survey would be prohibitive. He also considered that any reductions should be compensated for by the addition of territory north of the park to the North

Saskatchewan River. Superintendent Campbell of the Forestry Branch pointed out that the inclusion of the lands to the north would reduce the area outside the park open to public hunting and thus limit the area to which outfitters brought their hunting parties. Eventually, action was deferred on instructions from the Deputy Minister, who concluded that instead of dealing with Rocky Mountains Park in particular it would be better to consider the areas of all the parks along the eastern slope of the Rockies and adopt a consistent policy in each case.

A New Parks Act

On May 19, 1911, the Rocky Mountains Park Act was replaced by the Dominion Forest Reserves and Parks Act, which incorporated in Rocky Mountain Forest Reserve all lands formerly constituting Rocky Mountains Park.[6] The new act authorized the establishment and proclamation by Order in Council of Dominion Parks from lands comprising forest reserves. On June 8, 1911, Rocky Mountains Park was re-established, but with an area of 4,662 km^2, or less than half its previous dimensions.[7] Available records contain little information on why a reduction of 6,734 km^2 was made, but presumably the reason was to bring the park area within the administrative capabilities of the existing park staff. There is also reason to believe that neither the Minister, the Honourable Frank Oliver, nor Superintendent Campbell of the Forestry Branch were sympathetic to the cause of park extension. This assumption is supported by the explanation offered for a drastic reduction in the area of Waterton Lakes Park, reviewed later in this chapter.

Soon after the new Parks Act came into force, the administration of the national parks passed from the Forestry Branch of the Interior to the recently-established Dominion Parks Branch headed by J.B. Harkin as Commissioner. The new commissioner recognized the need for a more equitable distribution of public lands set aside for the purposes of forest reserves and national parks. Discussions between officers of the rival branches of the Department led, in 1917, to the re-inclusion in Rocky Mountains Park of the upper Red Deer and Panther River watersheds, together with part of the Kananaskis River Valley. This extension increased the area of the park from 4,662 to 7,125 km^2.[8]

More Boundary Changes

Within the next few years, the boundaries of Rocky Mountains Park again were changed. By 1927, the Government of Canada was committed to proceed with Acts of Parliament by which the natural resources in the four western provinces would be vested in the provincial governments. As lands contiguous to park boundaries would no longer be vested in the same government that controlled the parks, it was essential that future park boundaries be decided well in advance.

Early in 1927 a study of the boundaries of Banff and Jasper National Parks was authorized by the Deputy Minister of the Interior. R.W. Cautley, D.L.S., a departmental officer with wide experience, was detailed to investigate and report on suitable permanent boundaries for the two parks, with the co-operation of the provincial government.

L.C. Charlesworth, Chairman of the Irrigation Council of Alberta, was appointed official representative of that province. Mr. Cautley travelled extensively during the summers of 1927 and 1928. His report recommended deletion of certain areas which had more value to the province by reason of their commercial possibilities, and the retention of areas which had outstanding park characteristics and potential. All recommendations had the unqualified approval of the provincial representative and, as a preliminary step, an area of 2,528 km^2 south of Sunwapta Pass, which had formed part of Jasper National Park, was transferred to Rocky Mountains Park on February 6, 1929. At the same time an area of 267 km^2 surrounding Mount Malloch was added to the park. These additions increased the area of the park to 9,920 km^2.[9]

The withdrawal from Banff National Park of lands which failed to meet the new criteria was accomplished by the National Parks Act in 1930.[10] Among the areas deleted were the Kananaskis River Valley which had been badly scarred by fire; a portion of the Spray Lakes watershed which had water-power potential; an area in the Ghost River watershed; much of the Red Deer River watershed; and an area of 976 km^2 in the angle of the Cline and Siffleur Rivers which had been included in the transfer from Jasper to Banff Park in 1929. The 1930 Act established the name of the park as "Banff" and its area as 6,695 km^2.

The name "Banff" came into use in 1888, when the railway station was moved from its original site at "Siding 29" to a permanent one adjoining the park townsite. In turn, the townsite took the name of the station. The name was suggested by Sir Donald Smith, later Lord Strathcona. A director of the Canadian Pacific Railway Company, Smith was born near Banff, a town in north-eastern Scotland.

Latest Adjustment in Area

A minor adjustment to the eastern boundary in 1933 followed the transfer to Canada by Alberta of 84 ha to facilitate the construction of a new park entrance building on the Calgary-Banff Highway. The latest revision in the Park boundaries occurred in 1949 when adjustments were made in the vicinity of the Spray Lakes reservoir which had been developed by the Calgary Power Company.[11] At the request of the Province of Alberta, 54 km^2 in the vicinity of Goat Range were withdrawn by an amendment to the National Parks Act. This withdrawal facilitated the completion of a hydro-electric power development on provincial land, and left Banff National Park with an area of 6,641 km^2.

The Automobile Arrives

The automobile was responsible, more than any other factor, for the expansion of visitor services in Banff and subsequent national parks. Although barred from park roads by regulation until 1910, the now ubiquitous "car" rapidly attained popularity and influenced the development of an extensive inter-park highway system. By 1911, Rocky Mountains Park was accessible from Calgary by road and the extension of a motor route westerly from Banff was undertaken that year. By 1920 a connection with Lake Louise was made, and access to Banff from southeastern British Columbia was made possible by the completion of the Banff-Windermere Road in 1923. An extension of the road from Lake Louise to Field in 1926

Original Upper Hot Springs, Banff, 1930

New Upper Hot Springs, Banff, 1932

permitted motor travel to Yoho Park, and the following year the Kicking Horse Trail to Golden was opened.

The depression years of the "thirties" gave rise to a new motor road. Construction of the Banff-Jasper Highway was undertaken in 1932 as an unemployment relief project and was completed in 1939. Its opening, early in 1940, resulted in a direct motor route between Lake Louise and the Townsite of Jasper, traversing a magnificent scenic region replete with snow-crowned peaks, waterfalls, icefields and glaciers.

Successive improvements to the main highway through Banff and Yoho Parks were climaxed by the construction of the Trans-Canada Highway. The route, selected after intensive surveys, by-passed much of the original road construction. Completion of the highway through Banff Park in 1958 resulted in a greatly increased volume of visitor travel.

Improvements at Banff

Increased public use of Rocky Mountains Park led to the expansion of the Townsite of Banff and the development of additional visitor accommodation and services. Horse-drawn vehicles, including the picturesque tally-ho, were discarded for buses and taxis. Several of the early hotels in Banff gave way to modern structures. Both the historic Banff Springs Hotel and the Chateau Lake Louise emerged in new form from the ashes of earlier construction devastated by fires.

The development of bungalow cabin camps in Banff National Park began in 1934, when sites for this form of visitor accommodation were advertised by the Park Superintendent. Located on the outskirts of Banff Townsite and along park highways, these innovations enjoyed a good patronage. In turn, the cabin developments later were supplanted by motels and motor hotels, constructed mainly in the Townsite of Banff. By the mid 1960's, motel accommodation had largely replaced other forms of public accommodation.

Development of the first visitor services centre outside a park townsite was undertaken at Lake Louise Station in 1964. This innovation, which concentrated in one area a public campground, trailer park, picnic area and modern motel accommodation, permitted the Department to ban future ribbon development of visitor services along park highways.

Hot Springs Development

Banff's mineral hot springs continued to hold their attraction for visitors. The original bathing establishments at the Upper Hot Springs operated by private enterprise were supplemented in 1904 when a new outdoor pool and a bath-house were constructed by the park administration. The bath-house contained not only dressing-rooms for men and women but also hot plunge baths, steam rooms, hot and cold showers and modern lavatories. Its popularity soon necessitated extensions to provide essential dressing-room accommodation.

Eventually this public facility became outdated and below the standard befitting a national park. In October, 1931, the site of the former Grandview Villa hotel, which had been damaged by fire earlier that year, was acquired from the Brett family for $6,500. Here construction of a new stone bath-house and outdoor pool was undertaken. Completed and opened in June, 1932, the new building incorporated many desirable features including indoor plunges, steam rooms and commodious dressing rooms and was operated the year round. A program of modernization carried out in 1961 resulted in a new bathing pool, improved access to interior services, and provision for coffee shop and massage concessions.

Cave and Basin Springs

By the turn of the century, the Cave and Basin bathing pools were no longer capable of accommodating the number of patrons wishing to use them. Late in 1902, Park Superintendent Douglas commenced construction of a new pool, which was completed and opened for use in 1904. It measured 15 by 30 m, had a maximum depth of 2.7 m, and was complemented by additional dressing-rooms built that year and in 1905. Eventually, existing facilities became inadequate and, in 1912, excavation for a large new bathing establishment, designed by Walter Painter, a Calgary architect, was commenced. Difficulties in its construction delayed the opening of the new structure until 1914. Much of the superstructure was erected on piles driven into the porous underground tufa. Walls of the building and the pool were constructed of concrete, and exterior walls were faced with Rundle limestone. Two belvederes at the eastern end, capped with red tiles, formed a striking feature of the design. One gave access to the cave, and both provided vantage points from which spectators could view the swimming area. The roof over the dressing-rooms located along the south side of the pool also formed a promenade and viewpoint. With dimensions of 41 by 11 m, the new pool was believed to be the largest in Canada.

Later Reconstruction

Substantial renovation was undertaken at the Cave and Basin bath-house in 1935, during which the wooden dressing-rooms erected in 1887-1903 were demolished and replaced by a new structure faced with stone. The basin hot pool also was upgraded, a wading pool developed, and improved access to dressing-rooms was provided. Original construction of the dressing-rooms' roof had employed glass panel pavers, the joints of which leaked. Natural diffused light beneath was cut off when the roof had to be repaired by overall tarring. Hot spring waters heavily impregnated with minerals caused a severe plumbing problem, particularly after chlorine was introduced for sanitary reasons. Water in the large pool presented a heavy murkiness that resulted in a fatal accident when lifeguards were unable to observe a bather in distress. Consequently, in 1960 the natural spring water in the pool was replaced with chlorinated water from the townsite water system, artificially heated to maintain a comfortable temperature. In 1970, it was found necessary, for sanitary reasons, to close the Basin "hot" pool and the adjoining wading pool. In 1980, the indoor hot plunge baths also were closed.

Plans for Centennial

By the mid-1970's, planning for the celebration of the National Parks Centennial in 1985 had begun. The Cave and Basin springs, regarded as the "birthplace" of our national park system, obviously would occupy a very important place in objective planning. However, by 1976, a deteriorated building, serious maintenance problems,

and costs of operation had prompted the closing of the Cave and Basin bath-house. Early planning proposals favored permanent closing of all bathing facilities and the use of the bath-house as an interpretation centre. Residents of Banff and vicinity, however, objected strongly to this proposal, and a local committee dedicated to the retention of the Cave and Basin bath-house as an active recreational centre was formed. It sponsored petitions that eventually collected several thousand signatures advocating the preservation of the Cave and Basin in its original state.

Reconstruction Decided On

Reconstruction of earlier proposals by Parks Canada, coupled with public consultation, resulted in the receipt of several concepts for future use of the historic establishment. Eventually, a proposal combining an outdoor swimming pool with an interpretation centre was chosen. The future Cave and Basin Centennial Centre as proposed would provide year round activity. During a summer season of some 80 days, swimmers clad in their own bathing attire, or alternatively in 1914 style rental suits, would be able to use the large open-air pool filled with chlorinated and filtered water from the thermal spring in the Cave. Provision of modern change-rooms on the ground floor of the 1914 "longhouse" would include facilities for the handicapped. Also, the end of the reconstructed pool would rise to zero depth, permitting its use by the very young and by persons in wheel chairs.

The restoration concept would present the Basin pool in its 19th-century appearance, with a replica of its 1887 bath-house on its margin. However, because of present-day sanitary and safety standards, the Basin spring would not be available for bathing. The Cave would be featured, and the second floor of the longhouse portion of the building would exhibit lively items commemorating the history of Canada's national parks. The bath-house also would incorporate a photo-gallery, an Edwardian lounge, and a small theatre providing multi-image audio-visual programs recalling outstanding events which occurred in Canada's national park system during the preceding 100 years.

Reconstruction of the Cave and Basin bathing establishment began in 1981 and was carried on to its completion early in 1985. In addition to restoration of the pool and other components of the building as outlined above, the tunnel leading to the Cave was made accessible to wheel chairs. Interpretation facilities at the Centennial Centre are open year round, a large parking lot was completed, and two interpretive walking trails constructed. The Discovery Trail highlights the history and geology of the hot springs, and the Marsh Trail focuses attention on the plant and animal life associated with warm sulphur water.

On June 15, 1985, the restored Cave and Basin Centennial Centre in Banff National Park was formally opened by the Minister of the Environment, Hon. Suzanne Blais-Grenier, in the presence of several hundred guests and other park-minded visitors assembled for this tribute to the completion of 100 years of national parks in Canada.

Campground Extension

The provision of campgrounds was a logical sequence to the development of motor travel. The first major campground in the park was laid out along the Bow River in 1916, below its confluence with the Spray. Later, when the site was required for an extension of the Banff Springs golf course, a new campground was developed on Tunnel Mountain in 1927. It was expanded gradually to accommodate both trailer and tent accommodation. A continuing demand for camp sites influenced the development in 1967 of a new campground east of the original one on Tunnel Mountain. By 1969 the expanded campground — the largest in the national park system — provided the ultimate in camping amenities including water, sewer and electric power services. Two additional serviced campgrounds, together with nine satellite areas, provided additional sites for camping parties.

Winter Sports Activity

The transformation of Banff National Park from a summer vacation area to a year-round resort followed the expansion of winter sport activities. An annual winter carnival was carried on at Banff for more than 50 years. Curling was organized in 1900 and a local club built its first closed rink in 1922. Its base of operations was relocated in 1962 following the completion of the Banff Recreational Centre.

Skiing was introduced in 1900 and gradually through the years attained a fantastic popularity. Early ski developments were concentrated on the slopes of Mount Norquay overlooking the town of Banff, where a local club erected a club-house and the Park Superintendent co-operated in the development of a jumping hill and down-hill runs. The first chair lift, which doubled in summer as a sight-seeing conveyance, was installed in 1948. Development of a ski centre on Mount Whitehorn near Lake Louise was undertaken in 1959 when a gondola lift was constructed by private enterprise on the lower slopes of the mountain. This installation later was augmented by several lifts. New down-hill runs were developed and a large parking area was constructed. The nucleus of another popular ski centre northwest of Banff at Sunshine Valley was built in 1936. Early tows and lifts were improved in 1956, and in 1963 a major redevelopment of the area was undertaken by private enterprise. New installations including three chalets providing overnight accommodation, a day lodge, T-Bar tows and chair lifts all contributed to the development of Sunshine Village as a major ski resort.

Cultural amenities in Banff were broadened following the construction of the Banff School of Fine Arts between 1947 and 1968. This extensive complex, located on the slopes of Tunnel Mountain overlooking Banff, was sponsored and constructed as an extension to the University of Calgary. It offers a variety of courses in fine arts, music, languages, and business management. The erection of a modern building in 1968 within the town of Banff to house the Archives of the Canadian Rockies provided local citizens and visitors with a modern library, an art gallery, and a repository for papers, books, records and artifacts relating to the Canadian Rockies.

As the oldest, one of the largest, and the best known of Canada's National Parks, Banff has maintained its early popularity. Its magnificent scenery, excellent highways,

Guide Rudolph Aemmer on the summit of Mount Victoria, Banff National Park, 1933

Mount Lefroy, Banff National Park

Sunshine Pass, Banff National Park

unique natural attractions and its man-made amenities have attracted visitors in increasing thousands during its 85 years of existence. Each year since 1967, more than two million visitors have enjoyed unique and diversified attractions confirming the prediction of one of its original sponsors, Sir John A. Macdonald, that it would become "a great watering-place".[12]

Endnotes

1. National Parks Branch File B.2, vol. 1, 21 Jan. 1899.
2. Ibid., Feb. 25, 1899.
3. Ibid.
4. Ibid.
5. Statutes of Canada, 2 Edward VII, chap. 31.
6. Statutes of Canada, 1-2 George V, chap. 10.
7. Order in Council P.C. 1338, June 8, 1911.
8. Order in Council P.C. 2594, Sept. 18, 1917.
9. Order in Council P.C. 158, Feb. 6, 1929.
10. Statutes of Canada, 20-21 George V, chap. 33.
11. Statutes of Canada, George VI, chap. 5.
12. Canada, House of Commons, *Debates*, May 3, 1887.

Yoho National Park

The national park movement gathered considerable momentum in December 1901, when the park reserve around Mt. Stephen in British Columbia was enlarged to incorporate an area of 2,144 km^2. Described as the Yoho Park Reserve, it included the spectacular Yoho Valley, Emerald Lake, Lakes O'Hara and McArthur, and the major portion of the watersheds of the Beaverfoot, Ottertail, and Amiskwi Rivers. This timely park development stemmed from the explorations carried out in 1897 by Dr. Jean Habel of Berlin, Germany, whose ambition was to explore the area surrounding a high glacier-clad peak beyond the Yoho Valley which was visible from the line of the Canadian Pacific Railway.[2] Habel termed it "Hidden Mountain". It was given the name of Mount Habel in 1898, but later was changed by the Geographic Board of Canada to "des Poilus" commemorating the French soldier in the First Great War.[3] In his interesting book "The Trail to the Charmed Land", Ralph Edwards contended that Habel had as another objective the conquest of Mount Balfour. This peak dominated the Wapiti Mountains which flanked the Bow River Valley on its western side, northerly from Kicking Horse Pass.[4]

Yoho Valley Explored

A professor of mathematics, a scientist and mountain climber of considerable skill, Doctor Habel arrived at Field in June, 1897. Attempts to reach and climb Mt. Balfour had been made from the Bow River Valley on the eastern side. Habel was informed that the valley of the Yoho River, or north fork of the Wapta River as it was then known, was impenetrable — a tangled wilderness of canyon, rocks and trees.[5] Undaunted, Habel decided to approach his objective by way of Emerald Lake, from which point he hoped to reach the reputedly inaccessible valley.

Outfitted by Tom Wilson, the well known guide and packer and discoverer of Emerald Lake, Habel left Field on July 15, 1897, accompanied by Ralph Edwards as guide, Fred Stephens as chief packer and Frank Wellman as cook.[6] The outfit was carried by four horses but Habel chose to travel on foot. Emerald Lake was accessible by trail but from then on the route lay through primitive forests and across glaciated slopes. Making their way over Yoho Pass the party reached a point where the glacier-hung walls of the spectacular Yoho Valley and the glittering cascade of Takakkaw Falls met the eyes. As Habel described the scene:

> *The torrent from the hanging glaciers, which cover the eastern terraces of the valley, descended directly opposite to us in a very powerful waterfall. Rushing from under the ice at about the height of our standpoint, this fall plunges over a nearly perpendicular wall down to the very level of the valley bottom in beauty and grandeur hardly to be excelled by any other on our globe. An entire view of the falls can only be got from a point like that at which we stood, and not from the lower parts of the valley.*[7]

Working their way down to the floor of the valley the party explored the upper Yoho or "Waterfall" valley, Twin Falls, Yoho Glacier and the Waputik Icefield. Habel was able to climb an outrider of Mount Balfour which he named "Trolltinder" but was obliged to cut short his exploration and any attempt to climb "Hidden" Mountain when supplies ran low. A return was made to the Kicking Horse valley and Field by travelling along the floor of the Yoho Valley to the canyon, which was avoided by a climb up the forested slopes around the north western side of Mount Field.

Park Reserve Established

A description of Habel's travels was read to members of the Appalachian Mountain Club at its annual meeting in 1898, but it was not until 1901 that the remarkable scenic attractions of the area were brought to the attention of the Department of the Interior at Ottawa. Ralph Edwards, Habel's guide, had described the Yoho Valley and its wonders to his employer, Tom Wilson. In turn Wilson was able to impress officers of the Canadian Pacific Railway Company with the possibilities of the region as a tourist attraction, provided it was opened up by construction of a road. Eventually, in February 1901, Charles Drinkwater, assistant to the president of the railway company, described Habel's discoveries to James A. Smart, Deputy Minister of the Interior, during a visit to Ottawa. Drinkwater followed up his interview with a letter to Smart and recommended that the Yoho Valley be set aside as a park reserve. Obviously impressed with the tourist possibilities of the recent discoveries, Drinkwater also made a formal application for a grant of an area of 9.3 ha near the railway station at Field, on which the railway company proposed to construct stables, a corral and other improvements that might be required to serve the visitors that would be attracted by the scenic wonders that had been disclosed.[8]

After considerable deliberation, during which the name "Wapta Falls" was considered and discarded, the "Yoho Park Reserve", containing 2,146 km^2, was established on December 14, 1901, to preserve the "glaciers, large waterfalls and other wonderful and beautiful scenery within its boundaries". Attached to the enacting Order in

Council was a plan which outlined in red the boundaries of the reserve. The name "Yoho" was suggested by the Surveyor General, Edward Deville, who, in a memorandum to the Deputy Minister, observed that the correct name of the principal waterfall was "Takakkaw" which had been selected by Sir William Van Horne, Chairman of the Canadian Pacific Railway Company. At the time, Mr. Deville observed that the name "Takakkaw" was the Cree Indian for "it is magnificent".[9]

Yoho Becomes a Park

In 1911, the Yoho Park Reserve was re-established under authority of the Dominion Forest Reserves and Parks Act as Yoho Dominion (National) Park.[10] In common with several other park reserves established at the same time, it suffered a reduction in area to 1,450 km^2. Eleven years later, a further reduction was made to eliminate several timber berths from the park. This withdrawal reduced the park area to 1,233 km^2. Concurrently with the passing of the National Parks Act in 1930, the park boundaries again were adjusted to follow, as far as possible, heights of land, rather than township lines, and increased the park's area to 1,313 km^2.

Park Development Commenced

Development of the enlarged park reserve was undertaken by the Department of the Interior shortly after its establishment. From 1902 until 1908 its administration was supervised by Howard Douglas, Superintendent of Rocky Mountains Park, with the help of an assistant superintendent. After 1908, the local administration of the park was carried out by a resident superintendent. Douglas undertook construction of a network of roads including one to Emerald Lake which was completed in 1904. The task of opening up Yoho Valley was commenced in 1903 but limited funds, rugged terrain, and primitive equipment all combined to extend the construction period to seven years. By 1909, Takakkaw Falls were accessible by horse-drawn carriages and the following year the road was completed.[11] Douglas also built a diversion in the Emerald Lake road to provide access to the natural bridge over the Kicking Horse River west of Field and converted an abandoned railway grade leading westerly from Field to Ottertail to a carriage road.

Following construction by the Canadian Pacific Railway Company in 1908-09 of the spiral tunnels in Mounts Ogden and Cathedral, which reduced the grade of the "big hill" east of Field, Superintendent Douglas utilized the abandoned railway right of way to construct a scenic drive easterly up Kicking Horse River Valley almost to Wapta Lake. Most of the roads previously used by horse-drawn vehicles were opened to motorists in 1919, and the Yoho Valley Road was made accessible to automobiles in 1920.[12] Public demand for a motor route to Yoho Park from Lake Louise led the Department of the Interior in 1924 to commence construction of a road to Field, together with an extension from Field to the western boundary of the park. The section to Field was completed and opened to travel in July, 1926. By the end of that year construction had been carried to the park boundary, where it linked with a road constructed by the Province of British Columbia from Golden. The combined route, known as the Kicking Horse Trail, was formally opened to traffic in July, 1927. The main highway through the parks served as a link in a transcontinental motor route from the Prairies to British Columbia, until the Trans-Canada Highway project was instituted. Over the years, other roads in the park were improved. The Emerald Lake road was relocated in places in 1959 and paved in 1962. The Yoho Valley road also has been given a "face-lifting" by relocation. The spectacular switchbacks lost most of their hazards to timid motorists when the grades were widened by the use of steel bin-wall in 1956.

Hotels and Lodges

The original hotel at Field, the Mount Stephen House, constructed by the Canadian Pacific Railway Company in 1886, served as the principal visitor accommodation for many years. Later it was turned over to the Y.M.C.A. as a rooming house and recreational centre for railway employees. It was finally demolished in 1963 after staff was accommodated in a modern bunk-house. Additional accommodation in the form of lodges and bungalow camps was constructed by the railway company at Emerald Lake in 1903 and at Yoho Valley, Wapta Lake, and Lake O'Hara in the "nineteen-twenties" but gradually these concessions were sold to individual operators. Cathedral Mountain Chalets were built in 1933 near the junction of the Yoho Valley Road and the Trans-Canada Highway. Wapta Lodge was gutted by fire in 1961 and was rebuilt in 1963 as a modern motor hotel by a Calgary group.

Park Administration

Although Yoho National Park was placed in charge of a resident superintendent in 1908, the duties of the latter were expanded some years later to take in the administration of the three other parks in British Columbia — Kootenay, Glacier and Mount Revelstoke. In 1957, Glacier and Mount Revelstoke parks were placed under separate administration, and an individual superintendent was assigned to Kootenay Park. The first park office was built in 1905 on railway land near the telegraph office at Field. In 1933, the superintendent and staff moved to a building on Stephen Avenue, formerly occupied by a bank. Later the lot and building were acquired by the Department, and in 1955 the premises were enlarged and modernized.

The Townsite of Field dates from 1884, when construction of the Canadian Pacific Railway reached its site. It was named after Cyrus W. Field, promoter of the first Atlantic cable, who was in the vicinity that year.[13] Early residents lived on both sides of the Kicking Horse River, but houses on the north side were almost totally destroyed or impaired by an avalanche which occurred in 1909 on the slopes of Mount Burgess. The present townsite was first surveyed in 1904, after which a number of additions were made. Field has the distinction of being the only townsite in a national park in which all lots are not leased to residents by the National Parks Administration. After the railway was completed, the Canadian Pacific Railway Company surveyed part of its station grounds as a subdivision, and a portion of the townsite north of Stephen Avenue still remains under railway control and ownership.

Lake O'Hara, Yoho National Park

Daly Glacier and Takakkaw Falls, Yoho National Park

Highway Access Improved

Prior to 1926, access to the park from distant points was possible only by railway. Most of the early visitors disembarked from the trains at Field, where they were accommodated at the Mount Stephen House or driven by tally-ho to Emerald Lake or to other available accommodation. Early visitors to Wapta Lodge and Lake O'Hara Lodge had the option of leaving the train at Hector Station overlooking Wapta Lake. From this point they reached their destinations by boat to Wapta Lodge or by riding trail to Lake O'Hara.

The completion of the main park highway, the Kicking Horse Trail, from the eastern to the western boundaries of the park in 1927 opened a highly scenic route to motorists and in a few years the largest proportion of visitors to Yoho Park arrived by motor vehicle. In turn, this motor traffic stimulated a demand for campgrounds and picnic sites which were developed by the National Parks Service at strategic points along the principal avenues of travel. Construction of the Trans-Canada Highway through the park began in 1955 and was carried on for the next three years. By the end of 1958, the highway had been completed and hard-surfaced with the exception of a final lift of asphalt which was laid in 1963. The opening of the Trans-Canada Highway over Rogers Pass and through Glacier and Mount Revelstoke National Parks in 1962 helped swell the tide of visitors, which in Yoho Park now exceeds 900,000 each year.

Recreation

Outdoor recreation enjoyed by residents of and visitors to the park included riding, hiking and mountain climbing. Horse liveries were operated at Field and Emerald Lake in the early days of the park existence and at Yoho Valley and Wapta Lodge following their opening in the early 20's. The Alpine Club of Canada held its first camp in the park in 1906. For many years it held a lease covering the site of a summer camp on the south shore of Lake O'Hara. In 1931, the club was granted the occupancy of the two cabins left in the Alpine Meadow after the balance of the C.P.R. buildings comprising Lake O'Hara Lodge were moved to the lakeshore in 1925 and 1926. The club erected a lodge in the little Yoho Valley in 1941. The area between Yoho Valley and Emerald Lake has been a popular one for hiking and riding, and trails used extensively include those crossing Yoho Pass and along the upper slopes of the President Range overlooking Takakkaw Falls. A nine-hole golf course was built on the Kicking Horse flats in the mid 1930's, and was used by residents for some years. A ski hill was developed by the Field Recreation Commission on a slope cleared west of Field on the Trans-Canada Highway. A curling club, formed at Field in the early 1930's, has continued operation, and skating on an outdoor rink has been popular for years.

The Monarch Mine

Openings on the steep faces of Mount Stephen and Mount Field on opposite sides of the Kicking Horse River bear witness to a mining operation carried on east of Field for nearly sixty years.

The Monarch claim was located in 1884 on information supplied by Tom Wilson and was Crown granted in 1893. Hand-sorted shipments of lead ore were shipped intermittently to Vancouver until 1912, when a small gravity-type concentrator was erected by the Mount Stephen mining syndicate on railway land below the mine opening. Milling began that year and was continued off and on until 1924. In 1925, the Monarch mine, together with the adjoining St. Etienne and other claims on Mount Stephen as well as a group of claims across the valley known as the Kicking Horse Mine, were acquired by A.B. Trites, president of the Pacific Mining Development and Petroleum Company. Trites obtained a licence of occupation in 1926 for three parcels of land in Kicking Horse Valley from the Minister of the Interior for works and buildings. He also entered into an agreement which granted the Company certain privileges. In return, the agreement provided that at the end of the 21-year term, title to all Crown-granted and other mineral claims held by Trites and his company would revert to the Crown in right of Canada.

In 1929, Trites sold his interest in the two mines to Base Metals Mining Corporation. The Corporation built a new mill below the Monarch claim on railway land, installed an aerial tramway, erected accessory buildings and commenced operations in November, 1929. The Kicking Horse Mine, which included claims first located in 1910, was brought into production in 1941. The installation of an aerial tramway permitted the conveyance of ore from the mine portal to a bin on the valley floor, from which it was trucked a distance of three kilometres to the mill below Mount Stephen.

During the war years, production of lead, zinc and silver reached a high level and in 1947 the corporation requested and was granted an extension of two years in which to remove all remaining minerals. In 1948 the term of the licence was extended to 1957 but by November, 1952, the corporation had closed both mines. During the next two years it disposed of much of its mining equipment. With Departmental consent, the corporation subleased a number of its buildings to contractors engaged on the Trans-Canada Highway and to the federal Department of Public Works. Early in 1958, the Company agreed to convey title to the Crown covering all claims which it then held. Acceptance of a surrender from the Company of its interests was delayed until the lands formerly occupied had been cleaned up and the portals to the mines had been sealed to the satisfaction of the park superintendent.

During the periods of operation a large heap of mine tailings had been dumped on the bank of the Kicking Horse River, creating an unsightly deposit and, in dry weather, clouds of dust in the vicinity. The unsightly piles of tailings were eliminated in July, 1960, during a period of high water, when they were bull-dozed by park forces into the Kicking Horse River. The former mining camp had been cleared by 1961 but compliance with the portal-sealing requirement had not been obtained by the Department in 1968, in spite of correspondence and negotiations carried on for ten years. Finally, in May, 1968, the corporation completed a conveyance of title covering its land and mineral holdings to the Crown in right of Canada.

Endnotes

1. Order in Council P.C. 1901-2181, Dec. 14, 1901.
2. Jean Habel, *The North Fork of the Wapta*, Appalachia, vol. VIII, 1898.
3. Geographic Board of Canada, "Eighteenth Report" (Ottawa: King's Printer, 1924).
4. Ralph Edwards, *The Trail to the Charmed Land* (Saskatoon: H.R. Larson Co., 1950).
5. Ibid.
6. Ibid.
7. Habel. See above, note 2.
8. National Parks Branch File Y.2, Feb. 18, 1901.
9. Ibid., Nov. 26, 1901.
10. Order in Council P.C. 1911-1338, June 8, 1911.
11. Department of the Interior, "Annual Report", 1911, part V, p. 37.
12. Department of the Interior, "Annual Report", 1921, p. 38.
13. Geographic Board of Canada. See above, note 3.

Glacier National Park

For more than fifteen years after its establishment in 1886, the mountain park reservation around Glacier Station in the Selkirk Mountains remained relatively undeveloped by the federal Government. Located in the heart of a rugged alpine wonderland, it was accessible only by the main line of the Canadian Pacific Railway. The route across the mountains lay over Rogers Pass, down the precipitous sides of which thundered avalanches carrying before them rocks, trees, ice and snow. Protection to railway cars and passengers was provided by lines of snow sheds and glances, built of heavy timber and capable of diverting or sustaining the great masses of snow and debris that rolled down during the winter months.

Glacier House and Station

Near the summit of the pass, the railway company had established at Rogers Pass Station a maintenance headquarters including a round-house where extra locomotives, snow plows and other equipment were stored. A small settlement developed along the right of way, which eventually was surveyed by N.C. Stewart, D.L.S., in 1912 as Rogers Pass Townsite. This small subdivision accommodated the dwellings of railway employees, a boarding house, store, a post office and a recreation hall. At Glacier Station, 4.8 km to the west, the Canadian Pacific Railway Company had constructed in 1886 a restaurant and small hotel known as Glacier House. This was one of four mountain hotels developed by the Canadian Pacific Railway to facilitate the hauling of trains up the heavy mountain grades. As explained by J.M. Gibbon in his history of the Canadian Pacific Railway:

> *There is no hotel so expensive to operate as a dining car on wheels, the labour on which doubles the primary cost of the meals, and as the train carried passengers of every class and purse, station restaurants had to be built as suitable places in the mountain districts, lessening the number of dining cars to be hauled and providing the initial cost of a tourist hotel.*[1]

Alpine Centre

Similar developments had been installed at Field, Revelstoke and North Bend, all in British Columbia.

Glacier House opened for business on January 1, 1887, and very soon its unique location, magnificent setting, and its excellent service began to attract visitors, especially those with the resources and leisure to frequent alpine areas. One of the principal attractions of the area was the immense variety of mountains which offered unlimited scope to mountain climbers. Ascents in the vicinity of Rogers Pass had been made by its discoverer, Major A.B. Rogers, and his nephew in 1881, as well as by Professor John Macoun and his son James.[2]

In 1888, the Reverend W.S. Green of the British Alpine Club inaugurated what might be termed the "climbing era" in the Selkirks. Green undertook the task of mapping the peaks and glaciers surrounding Rogers Pass and in 1890 published an account of his climbs in his descriptive book, "Among the Selkirk Glaciers".[3] That year, members of the English and Swiss Alpine Clubs visited the area and achieved a number of notable ascents, including that of Mount Sir Donald, formerly Syndicate Peak, which was accomplished by Emil Huber and Carl Sulzer. In 1897, a party of British climbers including Professor J.N. Collie, H.B. Dixon, and J.P. Baker brought out the first Swiss guide, Peter Sarbach.[4] Two years later the Canadian Pacific Railway imported two accredited guides from Interlaken, Switzerland, Edouard Feuz and Christian Hasler, the first of a colony of guides who served an enthusiastic clientele over the years at Lake Louise, Field and Glacier. A steady increase in visitors necessitated two extensions to Glacier House Hotel, the second of which was made in 1906 and brought the accommodation up to 90 rooms.[5]

In its original form, the park reservation at Glacier comprised a rectangular area about 10.5 km long by 7 km wide. It enclosed Rogers Pass, the railway loop below Glacier Station, Mounts Macdonald and Avalanche, and the tongue of Illecillewaet Glacier. Oddly, it did not include Syndicate Peak, later named Mount Sir Donald, although the order in council which first authorized the reservation specifically mentioned it.[6] Early improvements carried out in the vicinity of Glacier House consisted mainly of walking trails constructed by the Railway Company, which provided access to the Illecillewaet, or "Great" Glacier, Marion Lake on the slopes of Mount Abbott, and other nearby points. By 1903, Glacier House was a well established alpine centre and a great many of the mountains in the vicinity had been climbed. A table of first and second ascents of some of the higher peaks in the reserve, compiled by A.O. Wheeler, indicated that by the end of 1903 nearly 40 major mountains or crests had been climbed for the first time.[7]

Glacier Park Enlarged

On November 26, 1903, Glacier Park reserve was enlarged to include sixteen townships or 1,492 km^2.[8] The order in council did not elaborate the reason beyond stating "it is now desirable to enlarge its boundaries so as to include the best scenery in the neighbourhood". There seems little doubt, however, that the Minister of the Interior acceded to popular demand that a larger area of outstanding alpine scenery be set aside for public use.

Following the enactment of the Dominion Forest Reserves and Parks Act in 1911, reductions were made in the areas of several national parks. Glacier Park was reduced by 280 km^2 to 1,212 km^2, in order to eliminate lands considered unsuitable for park purposes.[9] In 1930, new boundaries following heights of land were established, and the resulting area of the park was 1,349 km^2.[10]

Nakimu Caves Discovered

The discovery of the Nakimu Caves in 1904, by C.H. Deutschman of Revelstoke, attracted additional attention to Glacier Park and resulted in the first active development of the park by the Government. Although born in the United States, Deutschman was a naturalized Canadian citizen. He made his remarkable find while prospecting in the vicinity of Cougar Creek. Earlier in the year, Deutschman had visited the area on snow-shoes but was unable to make progress in the deep soft snow. In October, he returned and, while following the creek up the valley, suddenly realized that the creek bed had gone dry.

> *I could hear the water rushing ahead of me and when I investigated, I found that the stream disappeared into the ground through a large hole at the bottom of the big falls. Nearby, I found another large opening in the rock and went into it as far as daylight permitted. Through later explorations, I was to learn that I had that day, October 22, 1904, discovered the largest system of caves in Canada. I spent the next few days hunting for more entrances to the caverns and located a total of seven, some large and others just big enough for me to squeeze through.*[11]

Deutschman consolidated his find by staking two mineral claims covering an area of 914 by 457 m, and recorded them at Revelstoke. In April, 1905, Deutschman escorted his first visitor, the editor of the *Revelstoke Mail-Herald*, A. Johnston, through the caves. In May, he returned with a party of twelve including Howard Douglas, Superintendent of Rocky Mountains Park, W.S. Ayres, a mining engineer, and R.B. Bennett of the Associated Press at Vancouver. Douglas later negotiated the purchase of the two claims by the Crown and Deutschman surrendered his titles in consideration of a payment of $5,000.[12]

Cave and Trail Development

When Deutschman agreed to sell his interest in the caves, apparently an understanding was reached with Howard Douglas that he would be employed in the development and operation of the caves.[13] Whether or not Deutschman's statement in this respect was correct, Douglas recommended that he be hired as a caretaker, and Deutschman subsequently was engaged on a seasonal basis. Early in 1906, Douglas arranged for the construction of a trail from the railway water tank east of Ross Peak Station to the caves. Deutschman was given authority to construct log cabins for the use of visitors near the station and at the caves. The Canadian Pacific Railway Company opened and maintained a trail from Glacier House to the water tank that linked up with the trail made to the caves. Between 1911 and 1914, the trail from Glacier House to the caves, then used by saddle-horse riders, was developed by the Park Service to the status of a carriage road. In 1915, a tally-ho service was inaugurated from the hotel to the end of the road, which terminated about 1.6 km from the cave entrance. During the period of his employment each year, Deutschman continued his exploration of the caves, built a caretaker's quarters, and installed ladders, hand-rails and other aids for persons visiting the caves. A more accessible entrance to the lower caves was made in 1915 by tunnelling through rock, following a survey by O.S. Finnie, an engineer of the Department of the Interior.

The earliest reports on the unique character and features of the caves were written by W.S. Ayres and Arthur O. Wheeler and appeared in the annual report of the Surveyor General of Canada.[14] Ayres had accompanied an inspection party to the caves on May 29, 1905, and, in company of Deutschman, had made further inspections on the last three days of the same month. Wheeler, a staff member of the Topographical Survey of Canada, also made a detailed inspection of the caves in August, 1905. Wheeler's report, accompanied by a plan showing the extent of the caves, contained a very detailed description of the various caverns and passages explored to date. A survey of the lower caves was undertaken in 1927 by another departmental engineer, C.M. Walker of Banff. During the depression years of the "thirties", park appropriations were drastically reduced, and caretaker services at the caves were terminated in 1932. Shortly after, the caves were closed to the public as a safety measure.[15] Admission to the caves in later years was authorized by permit, mainly to individuals engaged in scientific observation. Studies carried on by a consultant from 1965 to 1969 increased knowledge of the caves, and disclosed additional passages and caverns previously unknown.

The Connaught Tunnel

The opening of the Connaught Tunnel through Mount Macdonald in December, 1916, by the Canadian Pacific Railway foreshadowed future events in Glacier Park. The heavy grades, the high cost of operating its line over Rogers Pass including the maintenance of kilometres of timber snow sheds, and occasional casualties from slides influenced the Company to commence construction of the tunnel in 1913. The most disastrous slide occurred in March, 1910, when a work crew engaged in extricating a stalled train was engulfed, with a loss of 62 men.

Construction camps were established at each end of the proposed tunnel — 8 km in length — and 1.6 km beneath the summit of Mount Macdonald. The drilling crews met on December 9, 1915, and the Governor General, H.R.H. the Duke of Connaught, officiated at an official opening on July 17, 1916. The new line went into service on December 9 of the same year.[16] In addition to eliminating the need for snow sheds through Rogers Pass, the tunnel had the effect of lowering the grade over the summit by 164 m.

With the railway line relocated, the railway settlement and work camp at Rogers Pass Station was closed down and a new station constructed immediately west of the western end of the tunnel. All buildings were moved or

demolished, and only the walls of the round house remained. Glacier House, which had been bypassed by the railway relocation, was connected with the new station by a road which utilized part of the abandoned grade. From 1917 on, Glacier House was open during the summer months only, but for several years it operated almost at capacity. In 1923, the C.P.R. built a tea-house with overnight accommodation at the Nakimu Caves, and operated it from 1924 to 1927. An era came to an end, however, when the Railway Company closed Glacier House forever on September 15, 1925.[17] The building was allowed to stand for four years. After all furniture and fixtures were removed, it was dismantled under contract late in 1929, and the debris burned. The title to the land occupied by Glacier Station and Glacier House later was surrendered to the Crown.

Visitor Travel Declines

Following the closing and demolition of Glacier House, visitor travel to Glacier Park dwindled. The Swiss guides departed and the saddle horse concession and the tally-hos disappeared. The owner of the store at Rogers Pass Station had moved to a new site near the new Glacier Station. A few visitors were accommodated in the store building but others had to "camp out". Only when mountaineering clubs held an outing in the park was there any concentration of visitors. The Nakimu Caves, however, were open to visitors for several years. C.H. Deutschman accepted more renumerative employment in the United States in 1919, and his successor as caretaker, George Steventon, carried on for several years before the caves were closed. Deutschman died in Connecticut in 1967.

Avalanche Control

The selection of a route over Rogers Pass for the construction of the Trans-Canada Highway from Golden to Revelstoke brought new activity to Glacier National Park. Following surveys by the governments of Canada and British Columbia, clearing of the right-of-way was undertaken by park forces. Construction of the highway under contract was commenced in 1958 and completed, with an initial coat of asphalt, in 1962. Difficulties in maintaining the completed highway were accentuated by a need for the control of avalanches which was met in part by the construction of more than 823 m of concrete snow sheds at critical points. Additional control of avalanches between the eastern boundary of the park and Albert Canyon was developed by the construction of an avalanche observation station on Mount Fidelity. Here highly trained staff equate information obtained and transmitted by automatic equipment from two high-altitude observatories. These observations provide advance warning of avalanche conditions. Dangerous slopes are then stabilized by explosives detonated in the trigger zone of the avalanche by means of howitzers manned by a detachment of the Royal Canadian Artillery. The first observation station was erected on Mount Abbott in 1956 and an additional one at Balu Pass in 1958. The main control station on Mount Fidelity was completed in 1961.

Administration

From the date of its establishment until 1908, supervision of Glacier Park was carried on by the Superintendent of Banff Park. In 1909, a superintendent of Glacier and Yoho Parks, with headquarters at Field, was appointed. Later, when construction of the Trans-Canada Highway through Glacier and Mount Revelstoke Parks was decided on in 1957, a superintendent for the two parks was appointed, with headquarters at Revelstoke. The administrative offices are located in rented premises.

Park Buildings

The first warden cabin in Glacier Park was constructed in 1914 on the Nakimu Caves Road near Glacier Station. In 1916, three seasonal wardens were on duty and wardens' stations were established at Stoney Creek, at Flat Creek and at Glacier Station. In 1921, a bunkhouse, stable, and a new wardens' cabin were erected in the vicinity of Glacier House. In 1936 the Stoney Creek cabin, originally a C.P.R. building, was replaced with a new structure. The Flat Creek Station was rebuilt in 1947. Patrol cabins were built at Grizzly Creek in 1929, Beaver River in 1941, Mountain Creek in 1952 and Bald Mountain in 1953. The construction of the Trans-Canada Highway required relocation of the warden station at Glacier and a new building was built at Rogers Pass Summit in 1961. The Stoney Creek warden station was relocated in 1964 when a new cabin was built in the vicinity of the eastern gateway on the Trans-Canada Highway.

Between 1962 and 1965 an administrative headquarters for the park was developed in Rogers Pass, involving construction of vehicle maintenance and stores buildings and an administration building containing staff quarters and dining facilities. Additional accommodation for staff in the form of apartment blocks was added in 1968. Visitor traffic is controlled at a gateway building inside the eastern park boundary which was erected in 1962.

New Visitor Accommodation

The first visitor accommodation available in the Park since 1925 — Northlander Lodge — was constructed in 1964 by private enterprise. A large motor lodge situated at the summit of Rogers Pass provides modern amenities, including dining services, a heated swimming pool, and a small store and gasoline service station. The needs of campers are met by semi-serviced campgrounds completed in 1963 at Loop Creek and Illecillewaet Creek adjacent to the Trans-Canada Highway. Construction of an additional major campground at Mountain Creek 19 km east of Rogers Pass summit was commenced in 1964. Its completion in 1970 made available 260 tent and 46 trailer sites.

Recreation

Riding, hiking and climbing were or have been the most popular forms of recreation in Glacier Park. Glacier House Hotel formed the headquarters for the alpine fraternity for years and, after its demolition in 1929, mountaineers were obliged to establish tent camps. In 1945 the Alpine Club of Canada acquired a former C.P.R. section house for seasonal use. In 1947, the Club erected the A.O. Wheeler Hut almost opposite the site of the former Glacier House Hotel. The earliest hiking and riding trails in the park were established by the C.P.R. in the vicinity of Glacier House. These included trails to Glacier Crest overlooking Illecillewaet Glacier, to Marion Lake and to a lookout on Mount Abbott. Between 1909

and 1911, the Park Service built a trail from Rogers Pass up Bear Creek to Balu Pass and westerly to join the Nakimu Caves Trail. A fire trail was built from Glacier House to Rogers Pass over the abandoned railway grade between 1911 and 1914 and reconstructed to the status of a fire road between 1940 and 1950. Trails were also constructed from Stoney Creek south up Grizzly Creek to Bald Mountain Summit, and up Flat Creek from the wardens' cabin to the head of the stream. An access road to the Mount Fidelity snow research and avalanche forecasting station was completed in 1961.

Some skiing is carried on in Glacier National Park during the winter months. During the construction of the Trans-Canada Highway, a small rope tow was installed in Rogers Pass on the slopes of Mount Cheops, in the vicinity of the highway construction camp. Later, when Northlander Motor Hotel was opened, the operator extended the ski slope and installed two rope tows. The nature of the hill and the surroundings limit future expansion.

Glacier National Park incorporates many unique features of interest to visitors, including snow-fields, glaciers and deep forested valleys. Its peaks, many of them glaciated, still present a challenge to the ambitious climber, and the Nakimu Caves, when reopened to visitors, will provide a remarkable example of underground caverns formed mainly by water erosion. It has been said "no snows are so white as the Selkirk snows and no clouds so radiant, no forests so darkly, beautifully green". Since the park, after many years, was made easily accessible by a modern highway, its attractions have been enjoyed by a steadily increasing number of visitors.

Endnotes

1. J.M. Gibbon, *Steel of Empire*.
2. A.O. Wheeler, *The Selkirk Mountains* (Winnipeg: Stovel Company, 1912), p. 20.
3. Ibid., p. 23.
4. Ibid., p. 27.
5. F.V. Longstaff, "Historical Notes on Glacier House", *Canadian Alpine Journal* 1948, p. 195.
6. Order in Council P.C. 1886-1880, Oct. 10, 1886.
7. A.O. Wheeler, *The Selkirk Range* (Ottawa: Government Printing Bureau, 1905), p. 374.
8. Order in Council P.C. 1903-1950, Nov. 26, 1903.
9. Order in Council P.C. 1911-1138, Jan. 8, 1911.
10. Order in Council P.C. 1930-134, Feb. 11, 1930.
11. C.H. Deutschman, "Old Grizzly", unpub. manuscript, National Parks Branch File G.324, vol. 2.
12. Order in Council, Dec. 26, 1906.
13. Deutschman. See above, note 11.
14. Report of the Surveyor General, year ended June 30, 1906 (Ottawa: King's Printer, 1906).
15. National Parks Branch File G.2, May 7, 1935.
16. National Parks Branch File G.17 CP1, Dec. 15, 1916.
17. F.V. Longstaff, letter in *Vancouver Star*, Feb. 9, 1929, National Parks Branch File G.17 C.P.8.

Waterton Lakes National Park

Following the establishment of the Waterton or Kootenay Lakes Forest Park in 1895, it was used as a camping and picnic resort by residents of nearby settlements and communities including Pincher Creek, Cardston, Fort Macleod, and Lethbridge. Visitors to the park apparently were content to occupy the area in its primitive state, for nothing in the form of development or the provision of amenities had been undertaken by the Department of the Interior. Essentially, it was a forest reserve without special supervision or protection. Its timber was available to settlers under permit and prevailing regulations permitted prospecting for petroleum and the reservation of potential oil-producing lands. The early oil rush of 1890-91 had waned, but interest in the petroleum resources of the area had been rekindled in 1898, when the reservation of lands for prospecting of oil and their subsequent sale was authorized by order in council.[1] John Lineham, of Okotoks, a former member of the Northwest Territories Legislative Assembly, had reserved lands for oil exploration one year earlier along Oil Creek, now known as Cameron Creek, and in 1901 had organized the Rocky Mountain Development Company. Lineham later purchased about 1,600 acres (647.5 ha) of potential oil-producing land at a cost of from $1 to $3 an acre. By November, 1901, Lineham had hauled a drilling rig up the narrow valley of the creek, established a drilling camp, and planned the townsite of "Oil City". Oil was encountered at 311 m in 1902. By the end of 1907, three additional holes had been drilled, but they failed to produce oil in a volume that would make the operation profitable.[2]

Efforts to locate oil in commercial quantity were carried on by the Western Oil and Coal Company which in 1906 had a hole down to 521 m on a site now situated within Waterton Park Townsite. A flow of one barrel a day had been obtained in October, 1905, but after walls of the well caved in only pockets of oil were found.[3]

Larger Park Recommended

By 1905 more than half of the sections of land comprising the forest park had been reserved for petroleum exploration, and the associated activities had generated some concern among the conservation-minded residents of the vicinity. On September 21, 1905, F.W. Godsal of Cowley wrote the Secretary of the Interior suggesting that the interest of the public be safeguarded and that consideration be given to an extension of the park reserve. Godsal had sparked the original reservation in 1895, and, as his letter indicated, those using the park were fully aware of its scenic and recreational attractions.

> *I have lately visited the vicinity again and I may inform you that the beauty and grandeur of the scenery there is unsurpassed, I do not think equalled by anything at Banff. Further, a very large number of people from Pincher Creek, MacLeod, Cardston and other towns resort there every year for camping, it being the only good place now left for the purpose. It is therefore very essential that the interest of the public should be properly safeguarded in this "beauty spot". Firstly, I doubt if the reserve is large enough for its purpose as the land around is very stoney and quite unfit for agriculture or settlement. It can be enlarged without hurting anyone. Further, if parties are allowed to bore*

for oil there, which personally I regret, but perhaps scenery must give way to money-making, very careful restrictions should be insisted on so that no unnecessary damage or ugliness be done as is insisted on I believe at Banff.... I hope that this letter may reach the eye of the Minister of the Interior himself, as I am known to him and he has at heart every interest of the people of Alberta.[4]

Godsal's letter prompted instructions for an inspection of the area which was carried out by W.T. Margach, Chief Forest Ranger of the Department of the Interior at Calgary. Margach reported on May 4, 1906, to the Secretary of the Interior on the "oil fields of Alberta", including the activities of the Western Oil and Coal Company, the only operator carrying on oil exploration in the reserve at the time. Although it had failed to locate satisfactory oil deposits, the Company had used in its operations over a period of seventeen months more than 2,956 lineal metres of timber for construction purposes and 1,100 cords of wood in generating steam for its drilling rigs.[5] More than 50 years later, the residue of the lands within the park which had been granted to John Lineham for oil production were acquired by the National Parks Branch from his heirs at a cost of more than $50,000.

Margach's report also reflected the views of most departmental field officers in respect of resource development. He observed that "owing to the development of the oil wells I think the area of the park quite large enough, as, in my opinion, playgrounds come second with development of the mineral wealth and industries of the country, and can see no area in close proximity to the present reserve that would add value to it as a game preserve or has any features that the present area has not".

Margach, however, did recommend that development should not be permitted to extend to the shore of Upper Waterton Lake and that surface rights should be confined to areas essential to the particular development concerned. A summary of Margach's report was referred by the Superintendent of Forestry to the Deputy Minister of the Interior with the recommendation that no action be taken pending the introduction in Parliament of a bill to establish forest reserves which would incorporate Kootenay Lakes or Waterton Forest Park.

Kootenay Lakes Forest Reserve

The Dominion Forest Reserves Act came into force on July 13, 1906.[6] It established the forest park around Waterton Lakes as the Kootenay Lakes Forest Reserve and placed it, along with other reserves, under control and management of the Superintendent of Forestry at Ottawa. On May 27, 1907, Inspector Margach was asked by the Superintendent of Forestry for a report on the area "as it is the intention to make a provision for the proper administration of the reserve in question".[7] Departmental records do not contain a copy of the requested report, but action toward setting up a local administration was taken by the Department of the Interior in April 1, 1908, when Rocky Mountains Park and other park reserves were placed under the administration of the Superintendent of Forestry at Ottawa. A move for the establishment of the Kootenay Lakes Forest Reserve as a National Park was supported by John Herron, M.P., and John George (Kootenai) Brown who, since 1892, had occupied the only freehold in the reserve. After consultation with Brown, Herron recommended to the Superintendent of Forestry that Brown be placed in charge of the park. A recommendation by the Superintendent of Forestry to the Deputy Minister was later approved and Brown was appointed Forest Ranger in charge of the park on April 1, 1910.[8] Although Brown was then 70 years of age, his qualifications for the position were exceptional, as he had served as Fishery Officer for the Department of Marine and Fisheries in the district since January 1, 1901. This post he retained until March 31, 1912, and he continued as acting park superintendent until September 1, 1914.

Waterton Lakes Park Created

The future of the Kootenay Lakes or Waterton Reserve was affected profoundly by developments in 1911. The first was the enactment of the Dominion Forest Reserves and Parks Act[9] which provided for the administration of both Forest Reserves and Dominion (National) Parks, and for the establishment as Dominion Parks of lands situated within forest reserves. The second development was the creation of a new branch of the Department of the Interior, the Dominion Parks Service, to administer under the direction of a commissioner both existing and new parks. Subsequently, out of an enlarged Rocky Mountain Forest Reserve, was established on June 8, 1911, Waterton Lakes Dominion Park with a reduced area of 35 km^2.[10] This reduction, which left the park with little more than the slopes of the mountains bordering the west sides of Upper and Middle Waterton Lakes, must have been a severe disappointment not only to the new park ranger but to those who had been recommending enlargement of the park. It seems clear that the new Commissioner of Parks at Ottawa, J.B. Harkin, had no part in the reduction of the areas of not only Waterton Lakes, but also Rocky Mountains and Jasper Parks. In fact, the new act elevated the status of the newly enlarged forest reserves at the expense of the older parks and park reserves. A partial explanation of the reasoning behind the action was provided by the Superintendent of Forestry, R.H. Campbell, in a letter addressed to F.K. Vreeland of New York City, an active member of the Campfire Club of America. This group had been advocating the enlargement of Waterton Lakes National Park as a natural continuation of the recently established Glacier National Park in Montana, with a view to protecting the native wildlife which was in danger of extinction. Mr. Vreeland had expressed his disappointment over the withdrawal of lands from Waterton Lakes Park when an enlargement had been expected. As Mr. Campbell explained the situation:

The policy of the former Minister (The government had been defeated in the September, 1911, election) of the Department in regard to Forest Reserves in Parks is apparently not very well understood. The position he took in regard to the matter was that forest reserves should be formed for the protection of the forest and also the fish and game where it was considered necessary. By the Dominion Forest Reserves and Parks Act which was passed by Parliament

during the past summer, the whole eastern slope of the Rocky Mountains in Canada was made a Forest Reserve and that Act, a copy of which I enclose herewith, gives authority to make any necessary regulations for the protection not only of the forest but the fish and game also.... His idea of parks was very different from the idea as accepted by many others. He considered a park as a place where people could be induced to come as much as possible to be given as much freedom to travel as could possibly be given. For this purpose he considered that the parks need not to be of large area but might be smaller even than those which had been previously established. You will see therefore that the reduction in the area of the park was not carried out with the intention of reducing the area in which the game would be protected but merely of reducing the area to which free access would be given and to which people would be invited, and that the protection of the game was to be provided under forest reserve regulations.[11]

Park Area Enlarged

Fortunately the area of Waterton Lakes Park was to be readjusted in less than three years. Recommendations by the new commissioner, J.B. Harkin, supported by public opinion, led to the extension in June, 1914, of the park boundaries to include an area of 1,096 km^2.[12] The enlarged park encompassed the colourful main range of the Rockies east of the continental divide, from the International Boundary north to North Kootenay Pass and the Carbondale River. The expanded park also included the portion of Upper Waterton Lake in Canada, together with the middle and lower lakes and a portion of the Belly River Valley. Inter-departmental rivalry for the control of game populations in the enlarged park led to enactment of an order in council which placed the park area containing the watersheds of Castle River and Scarpe Creek under the control of the Director of Forestry, exclusive of the game population, which continued to be the responsibility of the Commissioner of National Parks.[13] This arrangement, however, proved to be unsatisfactory both to the Forestry Branch and the National Parks Service and, in 1921, the northwesterly portion of the park which had been under dual administration was withdrawn and later reincorporated in the Rocky Mountains Forest Reserve.[14] The resulting park area of 570 km^2 remained intact until 1947 when 41 km^2 of burned-over timber land at the southeastern corner of the park were withdrawn. This action followed negotiations with the Province of Alberta about national park land requirements, which resulted in the acquisition of additional territory for the enlargement of Elk Island National Park. The latest reduction in the area of Waterton Lakes Park was made in 1955, when 305 ha in the vicinity of Belly River were withdrawn to facilitate access by the Blood Indian Band to its timber limit which was located in the southeastern portion of the park.

Townsite Surveyed

Over the years, Waterton Lakes Park developed gradually from a local resort to an international park of many attractions. The first section of the present park townsite was surveyed in 1910 and the first visitor accommodation was erected in 1911. Services provided by concessionnaires, including boat and saddle horse liveries, helped extend the field of natural attractions open to park visitors. As the use of motor vehicles developed, scenic roads were constructed up several of the park valleys and tourist traffic increased rapidly. The original park townsite was extended, lots were made available for summer cottages and essential business enterprises, and the nucleus of a permanent year-round townsite was established. In 1932, by complementary legislation undertaken by the Parliament of Canada and United States Congress, Waterton Lakes National Park and Glacier National Park in Montana were proclaimed the Waterton-Glacier International Peace Park.[15] Although the component units of the International Park retained their respective administrative rights, their proximity was heightened by the completion in 1935 of the Chief Mountain International Highway, which linked the two components and provided a direct route for visitors to Waterton Lakes Park from points south of the international boundary.

As visitor activities and services were extended and means of access to the park were improved, park attendance records soared. From a recorded visitor total of 2,000 persons in 1910, the figure had risen by 1921 to 20,000; by 1940 to 115,000; and by 1960 to 350,000. A new high attendance for the park was reached in 1968 when more than half a million visitors were recorded. Although Waterton Lakes remains one of the smallest of the mountain national parks, it offers a variety of scenic and natural attractions which can be expected to induce an ever-increasing public use.

Endnotes

1. Order in Council P.C. 1898-1822, Aug. 6, 1898.
2. W. Rodney, *Kootenai Brown*, p. 184.
3. National Parks Branch File W.2, vol. 1, May 4, 1906.
4. Department of the Interior File 559260.
5. National Parks Branch File W.2, vol. 1.
6. Statutes of Canada, 6 Edward VII, chap. 14.
7. National Parks Branch File W.2, vol. 1.
8. Rodney, p. 192. See above, note 2.
9. Statutes of Canada, 1-2 George V, chap. 10.
10. Order in Council P.C. 1911-1338, 1911.
11. National Parks Branch File W.2-1, vol. 1, Dec. 18, 1911.
12. Order in Council P.C. 1914-1165, June 24, 1914.
13. Order in Council P.C. 1917-2595, Sept. 18, 1917.
14. Order in Council P.C. 1921-2556, July 20, 1921.
15. Statutes of Canada, 22-23 George V, chap. 55.

Elk Island National Park

Public interest in the conservation of wildlife led, in the early part of the 20th century, to the establishment of Elk Island National Park, the first large federally controlled area to be enclosed as a big game sanctuary. On August 15, 1903, W.H. Cooper, the Territorial Game Warden for

the Northwest Territories at Edmonton, called to the attention of his Member of Parliament, Frank Oliver, the need for preserving a small herd of elk known to exist in the Beaver Hills near Island Lake east of Edmonton. Cooper believed that these elk, numbering about 75, comprised the largest existing herd in Canada outside what he termed "the unexplored forests of the north". In his letter to Oliver, Warden Cooper suggested that the elk be given protection in a fenced preserve. In turn, Oliver forwarded Cooper's letter to Clifford Sifton, Minister of the Interior, for consideration.[1]

Reserve for Elk

The area inhabited by the elk lay immediately north of the Cooking Lake Timber Reserve which had been established by order of the Minister of the Interior on June 5, 1899.[2] During the winter of 1903-04, at least 20 elk were killed by hunters in the Beaver Hills region because existing legislation provided no protection for the species. Large hunting parties were being organized for a "shoot" during the following winter, and the complete destruction of the elk appeared probable. In April, 1904, a petition signed by more than 70 residents of the Edmonton District was forwarded by Frank Oliver to Clifford Sifton.[3] The petition requested protection of the elk in a fenced enclosure of about 41 km^2 surrounding Island Lake, also known as Astotin Lake. Action to withdraw the lands described in the petition from settlement was instituted in the Department of the Interior on the instructions of Sifton's Deputy Minister, James A. Smart.[4]

The Minister also approved a suggestion made by the Commissioner of the Northwest Territories at Regina, W. Elliott, that legislation being prepared for the establishment of forest reserves should make provision for the protection of game in such areas.

In February, 1906, a group of residents of the district surrounding Fort Saskatchewan offered, under bond, to enclose at least 20 head of elk in the proposed reserve or park if the government would set aside the land for that purpose and fence it. A bond in the amount of $5,000, signed by F.A. Walker and W.A.D. Lees of Fort Saskatchewan, J. Carscadden and Ellsworth Simmons of Agricola, and W.H. Cooper of Edmonton, was executed on March 28, 1906, and was accepted by the federal Government.[5] Erection of the fence around the land reserved was commenced in 1906 under contract, and completed in 1907. The land to be fenced, as described in the bond, included sections 13, 14, 15, 22, 23, 24, 25, 26, 27, 34, 35, and 36 in Township 54, Range 20, and sections 18, 19, 30, and 31 in Township 54, Range 19, all west of the Fourth Meridian, an area of 41 km^2, in the newly created Province of Alberta.

Ellsworth Simmons, one of the signatories, was appointed caretaker of the reserve, and was permitted to engage two assistants, Joseph Haskins and Percy Ashby. A residence for Simmons was erected in 1907, and in 1908 the Deputy Minister approved expenditures recommended by Howard Douglas, Commissioner of Parks at Edmonton, required to erect cross fencing in the park and thereby create hay meadows where the animals could graze within sight of visitors.

Also in 1908, Douglas was able to report, on the strength of statutory declarations made by Haskins and Ashby, that at least 24 elk and 35 mule deer were by that time inside the fenced area. The conservation-minded parties to the bond were released from their obligations by the Deputy Minister of the Interior on August 4, 1909.[6] Known originally as "Elk Park" and later as Elk Island Park, the enclosure was incorporated in the Cooking Lake Forest Reserve on its establishment in July, 1906, by the Dominion Forest Reserves Act, which made provision for the protection of wildlife.[7] In 1911, this act was revoked and replaced by the Dominion Forest Reserves and Parks Act.[8] The latest act authorized the establishment of Dominion or National Parks from lands within forest reserves, and on March 13, 1913, Elk Island was formally designated by order in council as a national park.[9]

Buffalo Herd Purchased

The primary function of the new preserve in providing a sanctuary for elk was radically altered in 1907, when the first shipments of plains buffalo purchased in Montana by the Government of Canada were received in Canada. These buffalo came from a herd developed by Charles Allard and Michel Pablo on the Flathead Indian Reservation from a nucleus of a few head purchased in 1884. In 1906, Pablo, then sole owner of the buffalo herd, was faced with the sale or destruction of his buffalo through the cancellation of his grazing privileges on range being thrown open to settlement. Alexander Ayotte, Assistant Emigration Agent at Great Falls, Montana, learned of Pablo's dilemma and on his insistence the Deputy Minister of the Interior was advised that the purchase of Pablo's buffalo was possible. The Deputy Minister, W.W. Cory, recommended acquisition of the buffalo to his Minister, Frank Oliver, who in turn secured the approval of the Prime Minister, Sir Wilfrid Laurier. The purchase of the herd, believed to number about 300 head, was negotiated by Ayotte and Howard Douglas, then Superintendent of Rocky Mountains Park, at a price of $245 per head, delivered at Edmonton.

A fenced reservation for the buffalo near Wainwright, Alberta, had been planned, but it was not ready for the reception of the animals purchased until 1909. Douglas arranged for the earlier deliveries of buffalo by rail from Pablo to be unloaded at Lamont, Alberta, and driven south to Elk Island Park. The fence around the latter area was completed hurriedly, and the first shipment of 199 head was received on June 1, 1907. On October 22, 211 more buffalo were delivered. In June, 1909, 325 buffalo were transported from Elk Island Park to the new Buffalo National Park at Wainwright.[10] Later shipments from Montana also were directed there. By June, 1912, Pablo had scraped the bottom of the barrel when seven head of buffalo formed the final shipment of a total sale of 716 head.

Of the 410 head of buffalo received at Elk Island Park in 1907, 15 died from injuries during shipment, 12 were found drowned in the park sloughs and 10 were unaccounted for. After the transfer of buffalo from Elk Island to Wainwright was completed, it was believed that 48 head remained in Elk Island Park.

Increase in Buffalo

The growth of the buffalo herd at Elk Island Park from the mavericks left behind was steady if not spectacular. By 1915, the herd numbered 106, and at the close of 1920

it had more than doubled that figure. At the close of 1927, the animal population of Elk Island Park included 729 buffalo and an estimated 227 moose, 454 elk and 288 deer. This concentration of big game was considered to be greatly in excess of what the available grazing range could support. A small abattoir was erected in 1928 and 230 head of buffalo were slaughtered. By 1935, the buffalo herd was believed to number 2,000 and periodical slaughters were carried out during the next 37 years, accounting for approximately 7,000 animals. Meat and hides were disposed of mainly by public tender, following examination and certification of the meat products by qualified veterinarians.

Eradication of Disease

Examination of slaughtered animals and periodic tests had determined that the Elk Island Park buffalo were practically free of bovine tuberculosis, although other infections common to game animals were occasionally encountered. Many prime animals, after testing for disease, were donated to accredited animal parks and zoological gardens for display purposes. The sale of buffalo for breeding or commercial purposes, however, was not entertained for many years. Primarily this policy was influenced by a desire to maintain the national character of the buffalo herd, and later was dictated by the need to eradicate the incidence of brucellosis, a disease discovered in the herd in the mid-1950's. An intensive program to eliminate brucellosis, which induced premature abortion of calves by female buffalo, was undertaken by annual testing, vaccination, and slaughter.

By 1966, the infection was well under control, and the National Parks Service was in a position to meet requests for the purchase of buffalo for commercial breeding. In 1967, a selected group of 25 surplus buffalo was sold by tender to a game farm at Ormstown, Quebec. An additional group of 25 buffalo was donated to a Blackfoot Indian band at Gleichen, Alberta. The sale of buffalo for commercial purposes by tender was continued in 1968 and 1969, and bids from interested buyers were received from points as far apart as British Columbia and Nova Scotia. These sales, which accounted for about 500 buffalo, left the herd at Elk Island Park with about 500 head, a figure considered adequate for the limited area of grazing land available.

Wood Buffalo Introduced

In 1965, a new phase of buffalo or bison conservation was undertaken at Elk Island Park. Prior to 1959, an isolated group of wood bison was located in the northwest part of Wood Buffalo Park, Northwest Territories. A number of these bison were sent to an area near Fort Providence, N.W.T., and 24 head were shipped in 1965 to Elk Island National Park and segregated in what is known as the Isolation Area south of Highway No. 16. As the wood bison are on the list of endangered species in Canada, the segregation of specimens from Wood Buffalo Park was undertaken to ensure the development of a breeding population under extremely careful supervision. By selected culling after tests, wood bison having traces of tuberculosis or brucellosis were gradually removed, and the new herd is now disease free. The transfer of the wood bison from the north, although coincidental with an outbreak of anthrax in and outside Wood Buffalo Park between 1962 and 1964, had been planned for some time previous to the actual movement.

Park Area Increased

For a period of 15 years after the arrival of the buffalo from Montana, Elk Island Park remained a comparatively small preserve of 41 km^2. The gradual but steady increase in the buffalo population, however, began to tax the park's grazing capacity and, in his annual report for 1920-21, the park superintendent recommended the extension of the park southerly for a distance of eight kilometres. In February, 1922, the park was enlarged by 91 km^2.[11] The addition, which comprised a portion of the Cooking Lake Forest Reserve then under federal Government jurisdiction, extended the park boundary southerly to the northern limit of Provincial Highway No. 16. The extension included two patented homesteads which were acquired by purchase. Title to more than a hundred hectares of Hudson's Bay Company land also was acquired in 1926 in exchange for lands outside the park.[12] The land added to the park was enclosed by a 2.4-m fence and the buffalo were admitted to the new grazing area in December, 1922.

The need for additional grazing land in Elk Island Park, especially for the growing herd of moose and elk, had become apparent again in 1937, and negotiations with the Province of Alberta followed. About this time, the incidence of bovine tuberculosis in the buffalo herd at Buffalo National Park near Wainwright was causing concern to park authorities, and a policy decision respecting the future of the buffalo at both Buffalo and Elk Island National Parks became necessary. After intensive biological investigation, the buffalo herd at Wainwright was completely slaughtered in 1938 and 1939, together with a large number of elk, moose and deer. In March, 1940, under authority of the War Measures Act, Buffalo National Park was placed at the disposal of the Department of National Defence for army training purposes for the duration of World War II.

Elk Island National Park now formed the largest fenced buffalo preserve in Canada. The only logical area suitable for further extension lay to the south and formed part of the Cooking Lake Forest Reserve, now under provincial jurisdiction. Prior to the enactment of the Alberta Natural Resources Act in 1930, the forest reserve had been administered by the federal Government's Forestry Branch. Under an agreement made on January 9, 1926, between Canada and Alberta when the proposed transfer of resources to the province was being worked out, the forest reserve was to remain vested in the Government of Canada for forestry purposes and as a reserve for military purposes.[13] However, this provision was not specifically incorporated in the Alberta Natural Resources Act. Following the transfer of resources in 1930, the province took the position that the reserve was under provincial jurisdiction and, in 1941, had established community pastures within its boundaries.

Latest Park Extension

After the war, negotiations leading to an extension of Elk Island Park were resumed. In 1947, agreement was reached between Canada and Alberta whereby the province would surrender to Canada title to an area of 62 km^2 south of Provincial Highway No. 16 in the forest reserve.

In exchange, Canada undertook to withdraw sixteen sections of land from Waterton Lakes National Park, and to abolish Buffalo and Nemiskam National Parks. Under the provisions of the Alberta Natural Resources Act, all lands withdrawn from national parks in Alberta or declared to be no longer required for park purposes would revert to the province. The legislation permitting the transfer of land to the province was passed by Parliament in July, 1947, and the conveyance by Alberta to Canada of the addition to Elk Island National Park was effected during the same year.[14]

Private Land Purchase

When the boundaries of Elk Island Park were extended southerly in 1922 to the northerly limit of Provincial Highway No. 16, several privately-owned properties were included in the description of the lands added to the park. Settlements were made for the Oster and Sanson farms in 1923 and 1926 respectively. Another area, comprising Section 13 in Township 53, Range 20, west of the 4th Meridian, although incorporated in the park description by statute following the acquisition of land south of Highway No. 16 from Alberta in 1947, remained as freehold outside the park boundary fence. In December, 1954, the Minister, Jean Lesage, was advised by the local member of Parliament that the freehold might be acquired for park purposes by purchase, but no action was taken on the suggestion for lack of available funds. Less than two years later, however, the purchase of this land became a matter of concern.

In February, 1956, the Park Superintendent, Dr. B.I. Love, reported that precipitation in the park and vicinity had increased greatly during the past two years and several wild hay meadows, on which the park administration depended for winter feed for the buffalo and other big game, were inundated by water. The privately-owned property within the park boundaries, owned by John Winarski, comprised more than 243 ha, of which 121 had been cultivated. Dr. Love reported that the land was capable of producing at least 600 tonnes of feed having a value in the open market of $24,000. As the existing park farm supplied less than half the supply of feed required annually, negotiations for the Winarski property were opened. Following an appraisal undertaken by an officer of the Department of Veterans' Affairs, authority for the purchase was obtained from Treasury Board in November, 1956.[15] Title to the farm, including several buildings, was obtained in January, 1957, at a cost of approximately $20,500. This acquisition not only extended the amount of park land capable of cultivation but also extinguished the remaining private holding in the park.

Park Development

For many years after its establishment, the administration of Elk Island Park was carried on with a small staff and little expenditure. The superintendent's residence, built in 1907, was modified in 1920 to include an office. In 1937, the administrative staff was moved to a small building which had been erected a few years earlier to accommodate the park engineer. This building was enlarged in 1944, but remained inadequate for an increasing staff. Finally, in 1960, an appropriation was provided to erect a modern administration building which was completed that year. It is located a few hundred metres from the superintendent's residence in the park headquarters area, and provides accommodation and adequate space for the superintendent and the heads of various services involved in the operation of the park.

Elk Island Park also suffered from inadequate housing for staff. Park wardens were housed in inferior structures, and the operational staff lived either in the park bunkhouses or outside the park. A start in the provision of modern housing was made in 1945 by the construction of two single houses near park headquarters, followed by another in 1946. A new park wardens' house was built in 1952, and two duplex houses were built at park headquarters in 1956 and in 1959. Additional housing was provided in 1961-62 and in 1964. Quarters for staff at the western and northern gateways were built in 1956 and 1959 respectively. Accommodation for the warden service also was extended or improved, a modern cottage having been erected in the Isolation Area south of Highway No. 16 in 1956-57. The oldest building in the park, the superintendent's residence, has undergone a number of modern improvements and was still in use in 1975 after 67 years of service.

Works Compound

The original works or maintenance buildings were constructed not far from the park superintendent's combined office and residence between 1930 and 1935. A blacksmith shop and tool shed were added in 1938, and in 1947 an equipment and stores building was erected. Funds were provided in 1961-62 for the development of a new industrial area, which by 1964 included new equipment and stores buildings, and a modern maintenance garage. Water and sewer services also were installed in the headquarters area in 1960-61. The park abattoir, erected in 1928, was improved in 1938 by the addition of a storage room for hides and an extension to the "cooler". By 1946, the need for a modern abattoir was apparent, but it was not until 1951 that funds were provided for relocation and reconstruction of the original building at a cost of $48,000.

Work camps, used seasonally for farm operations and road improvement, were established in the northern part of the park in 1942 and in the southern area north of Highway 16 in 1945. Both these developments later were phased out of operation.

Road Construction

The first roads in the park were little more than trails. In 1923, Superintendent Coxford opened a road from park headquarters to Sandy Beach. In his annual report for 1924-25, he reported that a road from the north to the south boundary had been cleared and opened for public use. During the period 1931 to 1935, further improvements were made to existing roads in the park with funds provided for unemployment relief projects. During 1942 and 1943, the main road through the park was relocated and reconstructed. Similar improvement was made in 1963 to the road from the north gate to Sandy Beach and, between 1964 and 1967, the West Gate road was brought up to park standard.

Recreational Facilities Provided

Although created originally for the purposes of a game preserve, Elk Island Park was destined to become a recreational area of local renown. Unlike many of the prairie lakes and ponds to the south which have dried out or diminished in size, Astotin Lake has maintained a satisfactory water level. Its natural attractions, enhanced by a number of wooded islands and sloping beaches, were not lost on Archibald Coxford who, late in 1909, replaced Ellsworth Simmons as park superintendent. Coxford developed a small recreational area on a point extending into the lake near park headquarters and built a footbridge from the point to a small island on which a bathhouse was erected to accommodate bathers. The most attractive bathing area across the lake, known as Sandy Beach, eventually was linked by road with park headquarters in 1923. The following year, two bath-houses containing dressing rooms were built there for the use of visitors.

In the years following, the area surrounding Sandy Beach was developed as a major recreational area. A public campground equipped with shelters, stoves and other amenities was developed between 1933 and 1935. Later, it was expanded and improved. The early bathhouses were replaced in 1965 by a single large building served by water and sewer systems. A nine-hole golf course was constructed in the mid-1930's complete with an attractive club-house. In anticipation of greatly increased park use following World War II, the National Parks Service leased sites to private interests for the construction of two bungalow cabin camps, as well as for a restaurant building, a dance hall, and a service station in the vicinity of Sandy Beach. Patronage enjoyed by these concessions later proved disappointing and was confined mainly to weekends. Finally, after years of unprofitable operations, all but two concessions within the park went out of business voluntarily or following cancellation of leases because of changes in the park policy. A tea-room concession is still operated under licence in the golf club house, and a refreshment booth functions at Sandy Beach during the summer season. An increasing day-use of the recreational area of Sandy Beach was encouraged by the expansion of picnic areas, improvement of parking facilities, and by extensive landscaping, all designed to provide the best use of a limited area suitable for development.

Since its inception, the park has been a favourite spot for community or group gatherings, holiday picnics and outings. A youth camp occupied a site on Elk Island for more than 35 years prior to the expiration of the lease in 1970. A hostel constructed on the south side of Astotin Lake in 1955 by a branch of the Canadian Youth Hostel Association has since served the needs of youth hostelers. A summer cottage subdivision, laid out in 1921 on Picnic Point in the vicinity of park headquarters, eventually contained seven cottages. By 1972, the number had been reduced to three by acquisition or cancellation of the relevant leases. That year, notice of non-renewal of lease privileges was given to the remaining lessees by the park superintendent, and by the end of 1973, the former cottage owners had been compensated in return for completed bills of sale to the Crown. The sites of the buildings were cleared in 1974.

Drive-in Buffalo Enclosure

Successive additions to the park area were followed by construction and improvement of roads within the park which provided access from the west, north and south boundaries. A drive through the park normally permitted observation of buffalo and occasionally of moose, elk and deer on their native range. Many of the buffalo, however, remained hidden from view by the extensive forest cover, and to overcome this situation a special drive-in paddock containing 38 ha was fenced in 1963. Located on the main park road almost midway between the southern gateway and Sandy Beach, the enclosure has since permitted park visitors to view the buffalo at close range while remaining in their vehicles.

Ukrainian Museum

A unique type of museum erected by the Department in 1951 in the vicinity of Sandy Beach commemorates the early settlement of the area surrounding the park by immigrants of Ukrainian origin. The building took the form of a typical Ukrainian home, finished on the exterior with whitewashed walls and a thatched roof. It contains hand-made wooden furniture and a hand-made stove and oven of a type once used for heating and cooking. The building was formally opened on August 5, 1951, by the Prime Minister of Canada, the Right Hon. Louis St. Laurent. Following its erection, many articles representing Ukrainian handicraft, including pictures, were donated for display in the museum by interested organizations and individuals. In 1963, the Ukrainian Pioneers Association of Alberta erected, near the museum, a cut-stone monument in honour of the region's pioneer settlers.

In years to come, Elk Island National Park can be expected to continue its dual function of providing a sanctuary for wildlife and an area for outdoor recreation. It preserves an interesting example of the Boreal Forest Region containing species common to both the aspen grove and the mixed-wood sections. Its forested glades and open meadows support superb examples of native wild game once prevalent in the area. Its recreational attractions, carefully developed to impair as little as possible the natural surroundings, provide increasing opportunities for healthful outdoor relaxation.

Endnotes

1. Parks Canada File E.2, vol. I, letter from Frank Oliver to Clifford Sifton, August 22, 1903.
2. Department of the Interior, "Annual Report", 1909, part V, page 25.
3. Parks Canada File E.2, vol. I, letter, April 20, 1904.
4. Ibid., memorandum, June 27, 1904.
5. Ibid., letter from F.A. Walker and W.A.D. Lees to the Minister of the Interior, February 12, 1906.
6. Ibid., letter from Secretary of the Interior to F.A. Walker, Aug. 19, 1909.
7. Statutes of Canada, 6 Edward VII, chapter 14.
8. Statutes of Canada, 1-2 George V, chapter 10.
9. Order in Council P.C. 1913-646, March 27, 1913.
10. Parks Canada File E.232, letter, Jan. 17, 1910.
11. Order in Council P.C. 1922-377, Feb. 20, 1922.
12. Order in Council P.C. 1926-376, March 13, 1926.
13. Department of the Interior, Forestry Branch File 456, April 23, 1930.
14. Statutes of Canada, 11 George VI, chapter 66.
15. Order in Council P.C. 1956-19/1606, Nov. 1, 1956.

Jasper National Park

Plans for the construction of a second transcontinental railway across the Canadian Rockies led to the establishment of Jasper National Park. The success of the Canadian Pacific had inspired the hopes of its older rival in eastern Canada, the Grand Trunk Railway, for a western extension. A proposal for the construction of a railway from Callendar, Ontario, to the head of the Portland Canal in British Columbia was made to the Prime Minister of Canada, Sir Wilfrid Laurier, in 1902 by C.M. Hays, president of the Grand Trunk.[1] Before committing his government to support of the scheme, Sir Wilfrid tried to obtain participation by the Canadian Northern Railway, the owners of which also had plans for an extension to the Pacific. When this proved impossible, the Government sponsored and passed the National Transcontinental Railway Act, which became law in October 1902.[2] It incorporated an agreement providing for the construction of a new railway linking New Brunswick with the Pacific Coast. The eastern division from Moncton to Winnipeg would be built by the Government and operated under lease by the newly incorporated Grand Trunk Pacific Railway Company. The construction and eventual operation of the western division from Winnipeg to what is now Prince Rupert would be the responsibility of the Company.

Forest Park Established

The route chosen for the crossing of the Rockies was that proposed originally for the Canadian Pacific Railway but later discarded. It followed the valleys of the Athabasca and Miette Rivers over Yellowhead pass. Construction of the western section was commenced in August, 1905, near Carberry, Manitoba, and by the following spring 5,000 men were at work on the prairies.[3] On September 14, 1907, the Government of Canada set aside as the Jasper Forest Park of Canada an area of 12,950 km^2 through which the line would run.[4] The park incorporated the watershed of the Upper Athabasca River and its tributaries, an alpine wonderland first seen by pioneer fur-traders in the early years of the 19th century. This fortunate legislation appears to have been inspired by the Minister of the Interior, the Honourable Frank Oliver, for on his instructions a bill to establish the park was prepared by the Superintendent of Forestry. The proposed legislation was patterned after the Rocky Mountains Park Act but a review by the Department law officer revealed that some of its provisions would conflict with the laws of the recently created Province of Alberta. Consequently, the reservation was made by order in council under authority of the Dominion Lands Act. This act empowered the Governor in Council to set aside as a forest park, "lands for the preservation of forest trees on the crests and slopes of the Rocky Mountains and for the proper maintenance throughout the year of the volume of water in the rivers and streams that have their source in the mountains and traverse the Province of Alberta." Before the park was established, the name "Athabasca" was considered. It was discarded in favour of "Jasper", after Jasper House, an early trading post established about 1813 by the North West Company on Brulé Lake.[5] The post, which is also referred to as Rocky Mountain House and Jasper's House in early journals, was in the charge of Jasper Hawes, a North West Company clerk, in 1817 and probably earlier.[6]

Early History of the Region

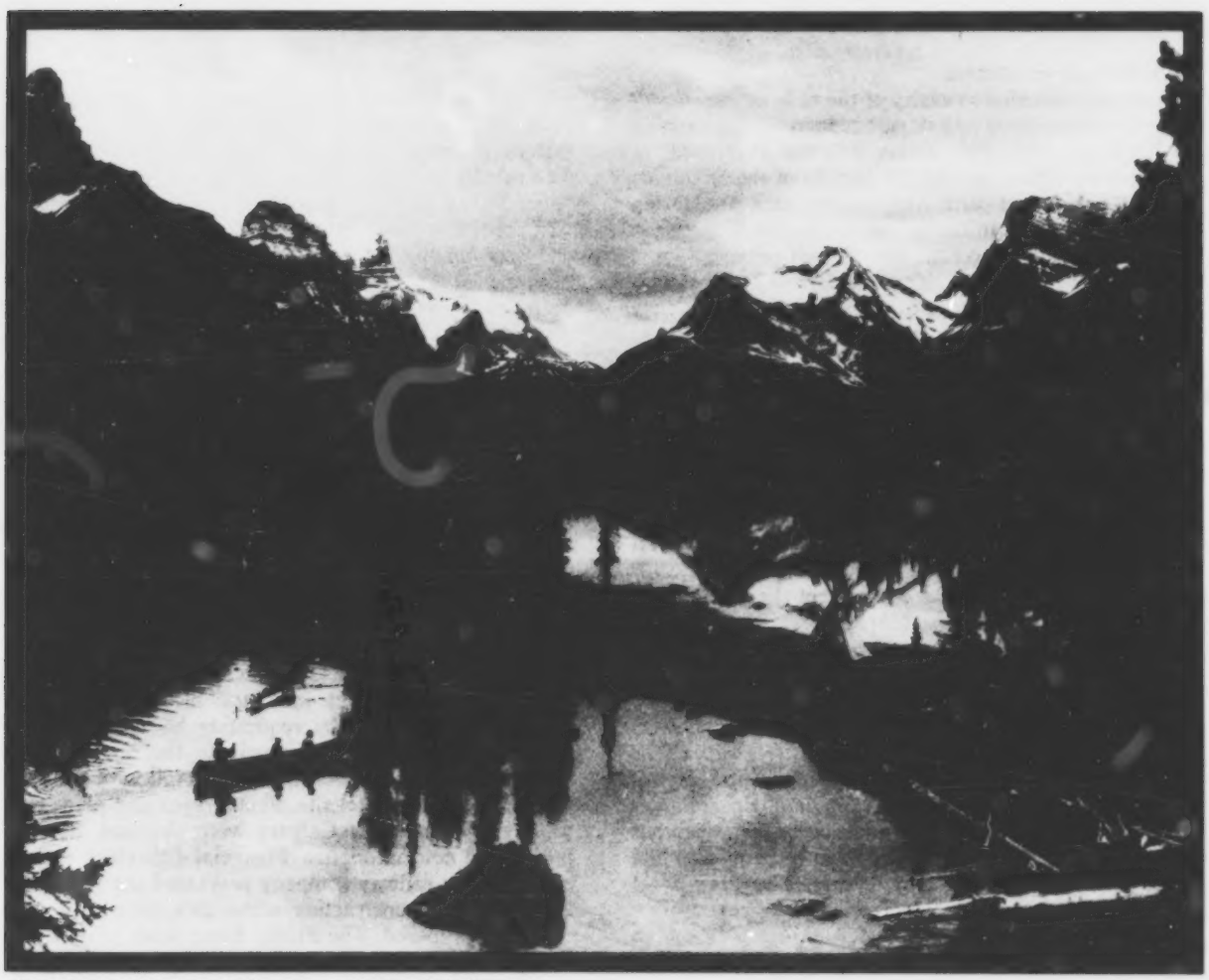
The park area has an interesting history, for the valleys of its rivers, the Athabasca, Whirlpool and Miette, formed the routes of the early explorers, furtraders and missionaries travelling over the Athabasca Trail between Fort Edmonton and the Pacific coast. One of the earliest to visit the area was David Thompson who, during the winter of 1810-11, crossed the Athabasca Pass at the head of the Whirlpool River. Following the amalgamation of the North West Company and the Hudson's Bay Company in 1821, Jasper House was relocated on the western shore of Jasper Lake, 22.5 km south of its original site.

Prior to its abandonment about 1884, it provided temporary shelter to many early but notable travellers including the survivors of John Jacob Astor's illfated trading post Astoria at the mouth of the Columbia River, after its take-over by the North West Company in 1814. Jasper House also was host to Sir George Simpson, Governor of the Hudson's Bay Company in 1824; David Douglas, the famous botanist, in 1827; Father Pierre de Smet in 1846; and Dr. James Hector of the Palliser Expedition in 1859. By 1872, when the site was reached by Sandford Fleming and the Reverend George Grant in the course of early railway surveys, the post had deteriorated in importance and was opened briefly twice a year for trade with the Indians.[7]

Railway Construction

Although established in 1907, Jasper Park had to await the coming of the railway for its early development. Contracts for the construction of the Grand Trunk Pacific line east and west of Snaring River were signed in 1909 and 1910.[8] The contractors, Foley, Welch and Stewart, built a wagon road from Wolf Creek, Alberta, to Tête Jaune Cache in British Columbia, along which 50 construction camps were built. Steel was laid to Fitzhugh Station, selected as a divisional point, in August, 1911, and to Yellowhead Pass by the following November. The line into Jasper Park was opened for public traffic in April, 1912, and final connection with Prince Rupert, the terminal, was made in 1914. Following the survey of Jasper Townsite in 1913, the name Fitzhugh disappeared.

Construction of another railway through Yellowhead Pass from Edmonton to Port Mann, B.C., was commenced in 1911 by the Canadian Northern Railway Company. By December, 1913, most of the track had been laid to Lucerne, west of the pass.[9] The British Columbia section was completed in June, 1915, but delay in the construction of a number of bridges and trestles east of the park boundary postponed the opening of the line through the park until October, 1915. The rights-of-way of the two railways through the park ran for kilometres almost side by side, and in the narrow valley of the Miette River east of Yellowhead Pass were only metres apart. In 1916, a consolidation of the lines from Edmonton west was commenced and the rails from discarded sections were shipped to Europe in 1917 to meet



The Narrows, Maligne Lake, Jasper National Park, circa 1929

war-time needs. In 1923, the two railways, which had been taken over by the federal Government, were merged as the Canadian National Railways, and the former Canadian Northern divisional point at Lucerne was moved to Jasper.

Townsite Surveyed

The administration of Jasper Park was commenced following an inspection made in 1909 by R.H. Campbell, Superintendent of Forestry at Ottawa, and Howard Douglas, the Commissioner of Parks at Edmonton. An acting superintendent, J.W. McLaggan, was appointed in December, and in 1910 two game guardians were engaged for fire and game patrols. McLaggan established his headquarters in a log building at Fitzhugh and authorized temporary developments for the convenience of the public including sleeping, restaurant and stable accommodation. In 1913 a survey of Jasper Townsite was made by H. Matheson, D.L.S., and the first permanent Park Superintendent, Colonel S.M. Rogers, was appointed. The present administration building and a number of maintenance buildings were built in 1913 and in 1914 applications for lots in the new townsite were accepted. Development outside the townsite was limited to trail and secondary road construction which provided access to Pyramid Lake and Maligne Canyon by carriage from Jasper and to Miette Hot Springs by saddle-horse from the railway at Pocahontas.

Park Boundaries Altered

Beyond the immediate vicinity of the railway line, development was inhibited by a drastic reduction in the area of the park in 1911. This action followed the repeal of former park legislation and the passing of the Dominion Forest Reserves and Parks Act. The new park boundaries, as defined by order in council under the act, located the park within two theoretical lines drawn parallel to and 16 km distant from each side of the Grand Trunk Pacific Railway, resulting in an area of approximately 2,590 km^2.[10] Withdrawn from the park were Medicine and Maligne Lakes, Mount Edith Cavell and the spectacular alpine region drained by the upper Athabasca and Sunwapta Rivers. Strong protests were made to the Government by senior officers of the Grand Trunk Pacific and Canadian Northern Railways, the president of the Alpine Club of Canada, and other organizations. As the new Commissioner, J.B. Harkin, observed in a memorandum to his Deputy Minister "the park is so narrow that it is only a joke so far as utility for game protection is concerned".[11] By 1914, the Minister of the Interior had been convinced that the park area should be increased. Action was taken that year to extend its boundaries to include 11,396 km^2, incorporating much of its original dimensions.[12]

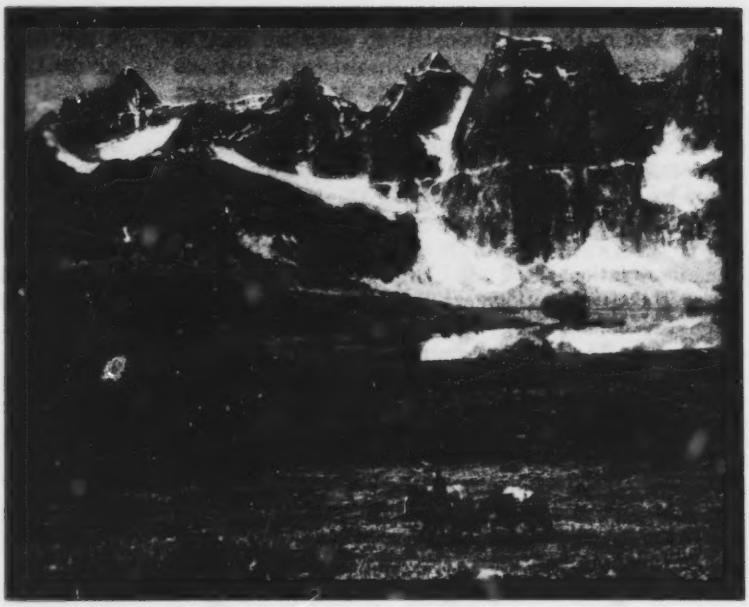
Further adjustments in the park boundaries followed. In 1927, an area of 2,538 km^2 south of Sunwapta Pass containing a portion of the Columbia Icefield and some of the highest mountains in the Canadian Rockies was incorporated in the park. This addition brought vigorous opposition from outfitters and packers in Banff who had guided parties there for many years. The Premier of Alberta also protested the addition in view of negotiations under way providing for the transfer to the province of its natural resources. A compromise eventually was reached, following the appointment of the Boundary Commission already mentioned and acceptance of its recommendations. In February, 1929, the disputed area was incorporated in Rocky Mountains Park. Concurrently, areas along its northern and eastern boundaries were added to Jasper Park.[13] Final adjustments made in 1930 with the passing of the National Parks Act resulted in a park area of 10,878 km^2.

Highway Development

In the early period of its development, Jasper Park was dependent entirely on its railway for transportation from outside points. The construction of motor roads in the parks was accelerated after the end of World War I and scenic roads to Maligne Canyon, Mount Edith Cavell and a few of the nearby lakes were in use by 1924. A road to the eastern boundary of the park, destined to form a link in the future Jasper-Edmonton Highway, was commenced in 1923. Built on sections of abandoned railway grade, it was completed in 1928, but motorists had to wait until 1931 for the province to complete its section before travel to Edmonton was possible. The opening of the Banff-Jasper Highway in 1940 brought the first wave of motorists from the south, although travel later was restricted by wartime gasoline rationing. Improvements to main park highways during the period between 1948 and 1954 were followed by extensive relocation and reconstruction inaugurated under a major trunk highway improvement program in 1955. By 1967, the highway east of Jasper leading to Edmonton had been reconstructed and hard-surfaced to the park boundary. The following year, the Jasper section of the Banff-Jasper Highway, including a major relocation south of Whistlers Creek, was rebuilt and paved. A new highway up the Miette River Valley to Yellowhead Pass and British Columbia was opened to motor travel in 1968, providing a direct connection with the Fraser River Valley and Vancouver. Maligne Lake was linked by road with the Townsite of Jasper in 1962, and much of the grade was paved by 1970.

Visitor Accommodation

For years after its establishment, Jasper National Park had little visitor accommodation. During the railway construction era, the Grand Trunk Pacific Railway Company had grandiose plans for hotel development — one in the vicinity of Jasper Townsite and another at the mouth of Fiddle River, which would have had as a nearby attraction the Miette Hot Springs 13 km upstream. The company had applied in 1909 for the right to control and develop the springs, but this bid was firmly rejected. In 1911, the company selected and surveyed a 20-ha site at Fiddle River for its proposed Chateau Miette, plans of which depicted a luxurious and ornate edifice.[14] The Commissioner of Parks indicated his interest in the proposed development by requesting his chief superintendent at Edmonton to investigate the possibility of having the springs connected by monorail with the railway line near the hotel site. Photographs and plans of a prototype in use near Calgary were obtained, but the project did not materialize. Financial difficulties experienced by the railway company prevented the release of funds for hotel construction, although a lease of the site had been prepared. The Fiddle River hotel project was finally written off when the company's railway line on the



Tonquin Valley, The Ramparts, Jasper National Park

Maligne Lake, Jasper National Park

The making of a C.N.R. publicity film by W.J. Oliver. Maligne Lake, Jasper National Park, 1927

eastern side of the Athabasca River was abandoned in 1916.

The first "tourist" accommodation near Jasper Townsite was provided in 1915 by Robert Kenneth, president of the Edmonton Tent and Mattress Company, who leased a small area on Lac Beauvert for a tent camp. Aided by publicity from the Grand Trunk Railway, the "tent city" achieved instant success. In 1919, it was taken over by Jack Brewster. By 1922, the re-organized Canadian National Railway Company was in a position to undertake the development of a hotel in the park and that year it acquired Brewster's leasehold on Lac Beauvert.[15] The railway company built a number of multiple suite cabins in 1922 which formed the nucleus of the present Jasper Park Lodge. In the year following, development was continued and, by 1929, the main lodge and satellite buildings had accommodation for more than 600 guests. The amenities included an 18-hole golf course which had acquired an international reputation. The original main building was destroyed by fire in 1952 but it was replaced the following year by a magnificent structure at a cost of two million dollars.

Early hotel development in Jasper Townsite began in 1921 and over the years resulted in the construction of a number of well-appointed hotels, motels and motor inns. Bungalow camp construction both in Jasper and along park highways later swelled the accommodation available to park visitors. Like other national parks in the Rockies, Jasper experienced an ever-increasing demand for public campgrounds. The first major campground was developed at Cottonwood Creek east of Jasper and opened in 1927. Additional campsites were made available at Patricia Lake in 1933 and at Miette Hot Springs in 1934. A phenomenal increase in motor travel in the 1950's led to the development of a chain of campgrounds along the main park highways which now serve thousands of visitors.

Recreational Features

For more than half a century Jasper National Park has offered visitors a wide choice of outdoor recreation. The operation of horse liveries was a major business in early years and saddle-ponies are still a familiar sight on park trails. Sport fishing in park waters has attracted thousands of anglers and the opening of the Medicine-Maligne Lakes system in 1932 attracted widespread interest. The waters of Miette Hot Springs, known to Indians, miners and others long before the creation of the park, were made more attractive to visitors in 1937 by the construction of a modern bathing establishment in the narrow valley of Sulphur Creek, a tributary of Fiddle River. A motor road from Jasper to the springs was built in 1933 and widened and improved in 1960.

Year-round public use of the park was encouraged by the development of winter sports. Early skating and curling activity was supplemented by skiing which began in the 1920's. Downhill runs were cleared on Whistlers Mountain south of Jasper Townsite in 1937. The initial development was undertaken by a local club which installed lifts and erected a club-house. In 1949, Marmot Basin, a few kilometres to the south, began to attract skiers who were transported to the ski slopes from the park highway by snowmobile. Active development of the area began in 1964. The area is now served by two modern chairlifts, a day lodge and a large parking area, all accessible by a motor road completed in 1970.

The Palisades Ranch

An interesting link in the park's early history is the Palisades Ranch, 9.6 km north of Jasper on the highway leading to Edmonton. When the park was established, several squatters occupied lands and all but one withdrew after receiving compensation. Lewis Swift, the park's first settler, who had occupied a quarter section of land since 1895, declined to vacate and in 1911 was granted title to his homestead. "Swift's place", before the coming of the railways, was a landmark for travellers who were always sure of hospitality, a helping hand or, in times of need, a share of its limited stores. Swift had cleared land for agricultural purposes, built a small grist-mill driven by water power, and carved his furniture from the surrounding forest. An offer of $6,000 from the Department for his title was declined in 1926, but eventually Swift found the operation of his homestead beyond his physical capacity and in 1935 indicated his willingness to accept the Department's offer. Unfortunately, the Minister of the Interior took the position that the purchase might be postponed and Swift promptly sold out to a new arrival from England, A.C. Wilby.

During the new few years Wilby spent over $100,000 in developing a "dude ranch" incorporating a number of attractive buildings. Operations were cut short in 1947 when Wilby died. The administrators of his estate offered the ranch to the Government for less than Wilby's investment, but funds were not available. Later the ranch was acquired by a Jasper contractor, G.F. Bried, who made heavy expenditures in converting most of the buildings to tourist accommodation. Bried also built a bungalow cabin development on the park highway. Land requirements for the reconstruction of the Jasper-Edmonton Highway and the threat of subdivision of the ranch by the owner led to an appraisal of the entire freehold.

Subsequent negotiations resulted in the purchase of the historic ranch for more than a quarter of a million dollars. The ranch is now used mainly as a training centre for park personnel. Although most of the original buildings have been replaced, evidences of earlier occupation remain in the form of Swift's water-wheel, some of his irrigation sluices, and Wilby's grave.

Within the vast expanse of 10,878 km^2 which comprises Jasper National Park are areas which even today are relatively unexplored. Motor roads traverse or skirt many of the outstanding scenic attractions — ice-fields, glaciers, and clear, unpolluted lakes. Saddle-pony trails lead to the hinterland — the back country which few but the park wardens and the native wildlife have invaded. Park zoning will protect these wilderness areas from development in years to come and succeeding generations will be able to enjoy the primitive, beautiful mountainland as the earliest explorer found it more than a century and a half ago.

Endnotes

1. G.R. Stevens, *Canadian National Railways* (Toronto: Clarke, Irwin and Co. Ltd., 1960), p. 120.
2. Statutes of Canada, 3 Edward VII, chap. 71.
3. Stevens, pp. 176-178. See above, note 1.

4. Order in Council P.C. 1907-1323, Sept. 14, 1907.
5. F.W. Howay, New Westminster, B.C. (Historic Sites and Monuments Board of Canada), letter to Commissioner of National Parks, File H.S. 10-20, Aug. 16, 1926.
6. F.W. Howay, "Early Records of Travel in Jasper Park", unpublished manuscript, April 19, 1926, National Parks Branch File H.S. 10-20.
7. G.M. Grant, *Ocean to Ocean* (London: Sampson, Low, Marston and Searle, 1873).
8. Stevens, p. 191. See above, note 1.
9. Ibid., p. 95.
10. Order in Council P.C. 1911-1338, June 8, 1911.
11. National Parks Branch File J. 2-1, May 2, 1912.
12. Order in Council P.C. 1914-1165, June 14, 1914.
13. Orders in Council 1929-158 and -159, Feb. 2, 1929.
14. National Parks Branch File J. 17, G.T.P. 8.
15. National Parks Branch File J. 16-29.

Mount Revelstoke National Park

The establishment of Mount Revelstoke National Park in 1914 added an unusual unit to Canada's National Parks system. The reservation of this mountain-top area on the western slope of the Selkirk Mountains, much of it at an elevation of more than 1.6 km above sea level, made available for public use and enjoyment a rolling alpine plateau supporting scattered groves of balsam and spruce and carpeted in early summer by a vast profusion of mountain wild flowers. The park incorporated the Clachnacudainn Range and snow-field which form the source of several turbulent streams. From the summit of Mount Revelstoke — now accessible by motor road — are remarkable views of the valleys of the Illecillewaet and Columbia Rivers and the peaks of the adjoining mountain ranges to the north, east, south and west. As Arthur Wheeler observed in his description of the area, "Here Revelstoke found its park already laid out by nature without the intervention of any human landscape gardener".[1]

Early Park Visitors

Among the first to explore the mountain top area were C.R. MacDonald and J.J. Devine of Revelstoke who reached Balsam Lake in August, 1902.[2] Four years later in August, 1906, Dan McIntosh, William Mitchell and A.E. Miller climbed the slopes of the mountain through heavy timber and underbrush to the shore of Balsam Lake where a tent was pitched. During the next week the party explored the spectacular plateau, discovering the small alpine lakes that lie across a valley from the summit. Descriptions of the area, together with photographs taken by the group, led to the formation of a local mountaineering club in 1910. Members of this organization sponsored the erection of a small shelter at Balsam Lake which was built by voluntary labour. The club also induced the Corporation of the City of Revelstoke to construct a walking trail from the city limits to the summit of the mountain. This was completed in 1910 and given the name of the presiding mayor, C.F. Lindmark. Later the trail was extended to Eva and Miller Lakes, named after two members of the club, Eva Hobbs and A.E. Miller.[3]

Completion of the trail to the summit of the mountain — known locally as Victoria Park — attracted a large number of enthusiastic visitors. Representations made by citizens of Revelstoke to the Government of British Columbia through C.B. Hume, a prominent merchant, resulted in financial assistance towards the construction of a road up the mountain. The Minister of Public Works, the Honourable Thomas Taylor, arranged for a location survey and a grant of $10,000 towards the cost. By the end of 1912 a little more than six kilometres of "wagon road" had been completed.[4]

Park is Established

In August, 1912, J.H. Hamilton, president of the recently formed "Progress Club" in Revelstoke, solicited the assistance of the local Member of Parliament, R.F. Green, in having the area surrounding the top of the mountain established as a dominion park. In turn, Mr. Green referred the request to the Minister of the Interior, the Honourable Robert Rogers.[5] A formal inspection of the area was undertaken in September, 1913, by the Chief Superintendent of Western Parks, P.C. Bernard-Harvey, who reported on the developments which had undertaken, and commented favourably on the natural attractions. A final push in the move for the establishment of a park was given by Mr. Green, Member for Kootenay, who, on September 25, 1913, advised the Honourable Dr. Roche, now Minister of the Interior, that the provincial Government would withhold further expenditures on the road up the mountain until the future status of the area had been dealt with by the federal Government.[6] Favourable action was finally taken in April 28, 1914, when an area of 246 km^2 was established as the Revelstoke National Park.[7] The enacting order in council called attention to the natural beauty of the area which included "glaciers, mountain peaks and waterfalls which attract large numbers of tourists and make it adapted for the purposes of a scenic park". In 1915, the area was proclaimed the Mount Revelstoke National Park.

Road to Summit

Completion of the road to the summit of Mount Revelstoke was the first major project undertaken by the Parks Service. Work was commenced in July, 1914, but the intervention of World War I and limited park appropriations postponed its completion for some years. By 1922, construction had reached the 22.5-km post and the road to that point, which provided spectacular views along the route, was opened to the public. Finally, in June, 1927, construction had been completed over a distance of 29 km to Balsam Lake, and a formal opening ceremony was held on August 1, with H.R.H. the Prince of Wales as guest of honour.[8] During 1928 and 1929 an extension of the road was made to the most accessible part of the summit where a turning circle was constructed. In the years following, improvements to the road were made and original crib work was replaced by stone walls at strategic points.

During the construction period, prominent visitors to Revelstoke were occasionally entertained by a drive up the mountain over completed sections of the road and some of these events were commemorated by the installation of special markers in the form of posts. The first of these was planted by His Excellency the Governor General, the Duke of Connaught, on July 28, 1916. In

1918, a post was erected by his son, Prince Arthur of Connaught, and in 1919 His Royal Highness the Prince of Wales dedicated a memorial erected at a switch-back overlooking the Illecillewaet River Valley. In 1930, the posts marking the sites of these ceremonies were replaced by permanent cut-stone markers bearing suitable inscriptions.

Boundaries are Extended

As originally constituted, the park contained 246 km^2, but unfortunately the area did not include the first few kilometres of the park road on which construction had been commenced with provincial funds. In 1916, the Revelstoke Board of Trade informed the Agent of Dominion Lands that it favoured an addition to the park that would include land south of the park and also give the Park Service control over the entire length of the road. An extension of 13 km^2 adjoining the southerly boundary was added to the park in 1920,[9] and in 1927 an additional 97 ha enclosing portions of the eastern end of the park road were proclaimed as park lands.[10]

In 1948, four additional parcels, on which the road allowance encroached east of its junction with the provincial highway along the Columbia River, were purchased, thus placing the original road for the first time entirely within park boundaries.

Difficulties experienced in 1951 in obtaining a suitable site for a building which would combine the functions of a park entrance and a wardens' quarters led to a proposal that a new entrance to the park from the City of Revelstoke be explored. The matter was discussed by the Park Superintendent with the Mayor of Revelstoke, and the City Council not only gave enthusiastic support to the idea, but agreed to deed to the Crown lands adjoining the park that would be required for the right-of-way. Between 1952 and 1958, the Corporation of the City of Revelstoke donated to the Crown, for park purposes, about 81 ha of land including a portion of a surveyed extension to the city. These extensions increased the area of the park to approximately 260 km^2. Work on the new approach road from the head of Pearson Avenue was commenced in 1954 and completed in 1956. The new road also permitted construction of a new access road to the foot of the ski hill and the development of a parking lot.

Trans-Canada Highway

Policy decisions which led to the construction of portions of the Trans-Canada Highway through Mount Revelstoke National Park influenced additional development of the park. In 1957, Revelstoke was selected as the headquarters for Glacier and Mount Revelstoke National Parks and a resident superintendent was appointed. The task of clearing the right-of-way for the highway within the park was completed in 1958, and in 1959 a concrete overpass was built across the section of the park highway from Revelstoke which had been completed in 1956. Construction of the Trans-Canada Highway through the park was carried on throughout 1959 and completed, with an asphalt surface, in 1960. A final asphalt lift was applied to the highway in 1969.

Mountain Road Rebuilt

In anticipation of a large increase in the number of visitors to Mount Revelstoke Park following completion of the Trans-Canada Highway, reconstruction of the road leading to the summit was commenced by park forces in 1960. Progress was limited by modest appropriations and the short season in which work could be carried on. By 1963, reconstruction of about 11 km had been accomplished and, in order to expedite the work, arrangements were made to have the balance of the road built by contract under supervision of the Department of Public Works. The inauguration of a crash program required closing of the road to the public during 1965 and 1966 and the temporary closing of normal visitor amenities. Complementing plans for completion of the road was the decision to develop a day-use area at the summit and concentrate camping activity at Balsam Lake about two kilometres below the end of the existing road.

Construction under contract was commenced in July, 1965, and continued during the portion of the year that work was practical, having regard for the exceptional snowfall experienced in winter. At the close of operations in November, 1965, rough grading had been completed to mile 12 (19.3 km). In December, 1966, grading had been carried to Balsam Lake and by July, 1967, an all-weather gravel road to that point was completed. In keeping with decisions reached after detailed studies had been made, the new highway terminated at Balsam Lake where modern parking facilities were installed in 1969. As funds are provided, paving of the 26-km route will be undertaken.

The reconstruction of the highway to the summit of Mount Revelstoke provided an opportunity for an improved approach from the City of Revelstoke. This was developed in 1963, from an interchange at the southwestern boundary. The new construction permitted the closing of the road from Pearson Avenue, and eliminated the use of a level crossing over the main line of the Canadian Pacific Railway.

Park Development

The earliest government building in the park was a warden patrol cabin at Balsam Lake erected in 1919.[11] A lookout tower was built in 1927 above the end of the motor road by the Forestry Branch of the Department of the Interior. The Park Service took over the building and its operation in 1930. A patrol cabin was constructed at Eva Lake in 1928, a storage and equipment building at mile one (1.6 km) of the park highway in 1927, and a patrol cabin at Silver Creek in 1949. New staff quarters for the park superintendent and senior staff members were constructed in the park in 1961. A work compound, including equipment garage and maintenance buildings, was developed in 1962, and a new gateway building on the Trans-Canada Highway was completed during the same year. The superintendent and staff have occupied administrative headquarters in the City of Revelstoke since 1957.

The only visitor accommodation to be operated in the park was Heather Lodge, which was constructed by a resident of Revelstoke in 1940 at the summit of the mountain. Operation of the building, which offered overnight and dining accommodation, was taken over in 1949 by a former R.A.F. officer who purchased the leasehold in 1951. The distance of the lodge from the main avenues of travel and a very limited overnight business made profitable operation difficult.

In 1953, the National Parks Service constructed three alpine type chalets which were leased to the concessionnaire of the lodge, together with a service building constructed on the shore of a small nearby lake for the provision of power and water services. The decision in 1963 to close the road to the public for the following two years made operation of the lodge impractical, and after negotiation the owner accepted an offer from the Crown for his interest in the building and site. The main building was demolished and the cabins and service building were removed from the area in 1967. The decision to develop the summit of the mountain as a day-use area precluded the replacement of the accommodation formerly supplied by the lodge.

Visitor Accommodation

The opening of the Mount Revelstoke road in 1927 resulted in a demand for camping amenities. A small campground was developed on the shore of Balsam Lake in 1928 and a kitchen shelter erected.[12] Improvements to the campground were made in 1948, when three new shelters were built. These additions were augmented by the erection of two kitchen shelters at the summit of the mountain, north of the lookout. Additional development was undertaken at Balsam Lake in 1961 when two new shelters were built to replace older structures being phased out. An additional shelter was added to the summit campground in 1961. The 1963 season, however, was to be the last one for overnight camping as reconstruction of the mountain highway necessitated its closing to visitors. On the reopening of the road in 1967, a plan for redevelopment of the former campgrounds at Balsam Lake and on the summit was initiated. On its completion, facilities for overnight camping will be missing, but picnic areas with suitable amenities, together with hiking and nature trails, will help visitors enjoy the many natural attractions and features of the park.

Winter Sports Development

For more than half a century Revelstoke has been famous as a ski centre. Skiing in the vicinity was enjoyed as early as 1891 but not until 1915 was the Revelstoke Ski Club organized. Club members constructed a jump on the lower slopes of Mount Revelstoke and annual tournaments attracted many competitors. The club's improvements had been made on leased land which was absorbed when the boundaries of Mount Revelstoke National Park were extended in 1920. From that year on, the club received assistance from the National Parks Service in improving the jump and landing hill. The performance of participants in the club's events later attracted wide attention. In February, 1921, the world's professional record was broken when Henry Hall of Detroit made a jump of 69.8 m on the Mount Revelstoke hill. During the same meet, Nels Nelson of Revelstoke set a new amateur record of 61.26 m.[13] New amateur records by local competitors were made in 1931 and 1932 when jumps of 81.9 and 87.5 m were attained.

After World War II, renewed interest in skiing led to reorganization of the club in 1948, and the National Parks Service assisted in reconstructing the ski jump and landing hill that year to Olympic requirements. In 1950, the club organized its annual "Tournament of Champions". The slope of the mountain, below the ski jump, on which a rope tow was operated, was impaired by the construction of the Trans-Canada Highway through the area, and the Revelstoke Ski Club solicited the assistance and co-operation of the Park Service in the consolidation of all facilities in the vicinity of the senior ski jump, known as the Nels Nelson hill. An appraisal survey was carried out in October, 1958, by Franz Baier, a ski expert from the National Parks Engineering Division at Ottawa, and recommendations were made for the improvement of the club's ski jump and the clearing of down-hill runs. In 1961 the Park Service undertook the clearing of an area of 12 ha for ski runs and the right-of-way for a poma-lift installed by the Revelstoke Winter Sports Limited, an incorporated group of local skiers. During 1965 and 1966 the Park Service made further expenditures in improving skiing on the slopes of Mount Revelstoke. Work undertaken included the reconstruction of two ski jumps, construction of a modern ski patrol and toilet building, erection of a steel judges' stand adjoining the senior jump, and the construction of a new parking area near the foot of the ski slopes served by an access road built from the park highway. Late in 1969, the company operating the lifts merged its operations with those of a rival development outside the park. All rights in the vicinity of the park ski slopes were relinquished and the lift equipment was moved to the slopes of Mount Mackenzie to the south.

Endnotes

1. A.O. Wheeler, *The Selkirk Mountains* (Winnipeg: Stovel Company, 1912), p. 146.
2. Revelstoke *Argus*, descriptive article, May 24, 1913.
3. National Parks Branch File U.172-23A.
4. Vernon, B.C., *News*, Nov. 28, 1912, National Parks Branch File M.R. 2.
5. National Parks Branch File M.R. 2., September 10, 1912.
6. Ibid., Sept. 25, 1913.
7. Order in Council P.C. 1914-1125, April 28, 1914.
8. Department of the Interior, "Annual Report", 1928.
9. Order in Council P.C. 1920-985, May 5, 1920.
10. Order in Council P.C. 1927-1645, August 18, 1927.
11. Department of the Interior, "Annual Report", 1920, part II, p. 25.
12. Ibid., 1929, p. 118.
13. Ibid., 1921, part II, p. 41.

Kootenay National Park

The establishment of Kootenay National Park, British Columbia, in 1920, added a colourful and historic mountain region to the chain of national reservations set aside for the use and benefit of Canadians. It also climaxed the efforts of individuals and governments to complete the first motor road across the central Canadian Rockies, linking the Bow River Valley with that of the upper Columbia River. The route of this early parkway, known as the Banff-Windermere Road, had been pioneered years before by illustrious travellers. Sir George Simpson, Governor of the Hudson's Bay Company, had followed the valleys of the Simpson, Vermilion and Kootenay Rivers and Sinclair Creek to the Columbia in 1841 on his trip around the world. During the same year, James

Sinclair led a group of 21 families from the Hudson's Bay Company's Red River colony across the Rockies to Fort Vancouver in the Oregon Territory.[1] In 1858 Sir James Hector of the Palliser Expedition had crossed Vermilion Pass in the course of an exploratory journey from the Bow River Valley to the Kicking Horse River along the Vermilion, Kootenay and Beaverfoot Rivers. In summarizing his report of the expedition, Captain John Palliser had extolled the Vermilion Pass as "the most favourable and inexpensive to render available for wheeled conveyances".[2]

Mountain Highway Planned

The Banff-Windermere Road was conceived by Robert Randolph Bruce of Invermere, British Columbia, later Lieutenant-Governor of the Province. A Scottish engineer, Bruce, after coming to Canada, had worked for the Canadian Pacific Railway Company as a construction engineer, and had engaged in developing mines in western Canada. He believed that the construction of a motor road linking Banff in Alberta with the Windermere district in British Columbia would provide a valuable commercial link with the provinces east of the Rockies, and also would form a spectacular tourist route taking in the attractions of Banff, Lake Louise, and the Windermere area. Through his railway associations, Bruce in 1910 enlisted the support of Sir Thomas Shaughnessy, President of the Canadian Pacific Railway, and later interested the Premier of British Columbia, Sir Richard McBride, in his project.

Early Road Construction

Calgary had just been linked with Banff by a passable motor road and future communication lay to the west. Arrangements were subsequently worked out whereby the Canadian Pacific Railway Company and the British Columbia Government would share the cost of construction of that part of the route which lay in British Columbia from Windermere to Vermilion Pass. In turn, the Dominion Government through the federal Department of the Interior would build a section through Banff National Park necessary to provide a connection with the road to Calgary.[3] The original estimate of completing the road was $150,000, but this figure soon proved to be unrealistic.[4] Construction on the Windermere, or British Columbia, end of the road was commenced in 1911 following surveys carried out by H.J. Haffner and J.W. Wurtele. Following an expenditure of $277,000, of which the Canadian Pacific Railway contributed at least $75,000, work was suspended in 1913. Nineteen kilometres of difficult construction — 11 from the Columbia Valley easterly up Sinclair Creek, and 8 westerly from Vermilion Summit — had been completed when a shortage of funds developed. Meanwhile, the federal Government had proceeded with the construction of a 48-km stretch west of Banff and by November, 1914, a road to the Inter-provincial Boundary at the summit of Vermilion Pass had been completed.[5]

The outbreak of World War I and an unsatisfactory financial situation prevented serious consideration by British Columbia of completing its end of the road. By 1916, Mr. Bruce had conceived the idea of having the National Parks Branch of the Department of the Interior complete the British Columbia section, subject to the conveyance by the province to Canada of not only the highway right-of-way but of a strip of land bordering the road on either side for the purposes of a national park. Bruce visited Ottawa for interviews with the Minister of the Interior and the Commissioner of National Parks, and made the necessary approaches to the provincial authorities. In May, 1916, the Minister, the Hon. W.J. Roche, notified Premier Bowser of British Columbia that completion of the road would be undertaken by Canada if the proposition was endorsed by the provincial legislature in the form of a bill. Following lengthy negotiations and completion of the necessary legislation, the Banff-Windermere Road Agreement was signed on behalf of British Columbia and the federal Government on March 12, 1919.[6]

Terms of the Agreement

The agreement contained features of great importance to the National Parks administration. It not only provided for the granting of a highway right-of-way and title to all unalienated lands within a belt 16 km wide along the highway, but also recognized the legislative jurisdiction of the federal Government over all national parks in British Columbia. The province agreed that its legislation and regulations applicable to national parks would conform to and correspond with federal Government legislation and regulations for the parks, and that it would not enact any legislation or regulations in conflict with those of "the Dominion". Title to the highway right-of-way and the lands within the encompassing belt was conveyed by British Columbia to Canada in July, 1919. The new park was proclaimed under the authority of an order in council approved on April 21, 1920.[7] The choice of the name "Kootenay" for the park, which had been selected not only for the reasons of euphony but also as a tribute to the Kootenay Indians who in earlier days had inhabited the area, was not universally accepted. Randolph Bruce, who had seen his long cherished project completed, preferred the name "Columbia". In a letter to J.B. Harkin, Commissioner of Parks, Bruce set out his objections and incidentally provided a background for his endeavours.

> *One might say that the calling of this park 'Columbia' might be pandering to our cousins across the line. Well, we want to pander to them all we can. We want their cars and their money and their business, and that is a good deal why this road was started originally. I know it because it was me who started it. I got the C.P.R. interested and the provincial government, away back in 1910. The former put $75,000 into it and the latter about $200,000. Then came evil days in B.C. Our government had no more money. What had been built was falling into decay and I bethought myself of the Dominion Government and in conjunction with your good self, I suggested to Dr. Roche, the then Minister of the Interior, that he should take over the road as then constructed, as an outlet for the national park. At the time you will remember he said the Dominion Government will be willing to pay for necessary right-of-way, which we then talked about as extending a mile on either side of the road.*

From Ottawa I went to Victoria, and asked the Government for five miles free right-of-way on either side of the road, and I got it for you. So I humbly think I am entitled to express my opinion as to what this area should be called.[8]

Park authorities, however, held to their original choice of name and "Kootenay National Park" it has since remained.

Completion of the Road

Under the agreement, the federal Government undertook to complete, within four years of "the conclusion of peace in the present war", the unfinished sections of the road. The stretch of road up the valley of Sinclair Creek built by the province had been largely washed out by floods in 1914. Reconstruction was commenced in 1920 and carried on through 1921 and 1922. The completed road, now designated the Banff-Windermere Highway, was officially opened at Kootenay Crossing on June 23, 1923.[9] During the following tourist season, more than 4,500 automobiles travelled over the new all-weather route between the Columbia River Valley and Banff. In 1947, reconstruction of the highway to modern standards was undertaken and by 1952 the entire route had been rebuilt and paved. Further improvement of the road under the National Parks Trunk Highway Program was commenced in 1956 and was completed in 1967. The latest work, which involved major revisions in the vicinity of Radium Hot Springs, produced a modern hard-surfaced highway affording spectacular views of the mountains, rivers and valleys along its route.

Hot springs which issue from the base of Redstreak Mountain about 1.6 km from its western boundary have been one of the park's outstanding attractions since its establishment. Known as the Radium Hot Springs, they were frequented by Indians, miners and early settlers long before the beginning of the 20th century. Crude pools built of rock and chinked with moss permitted bathing in water having a temperature of up to 45° C. A grant of 65 ha surrounding the springs was obtained from the provincial government in 1890 by Roland Stuart and a partner, H.A. Pearse.[10] An Englishman, Stuart, had come to the Windermere District of British Columbia in 1887 to study ranching. In 1893, Stuart bought out his partner after having moved to Victoria. He made no attempt to develop the springs until 1911, when construction of the highway which would eventually pass his property was undertaken by the provincial government. Stuart had analyses made of the spring waters in 1911, 1912 and 1913, which revealed a substantial emanation of radium. A syndicate to develop the springs was organized in England by Stuart, who obtained financial assistance from St. John Harmsworth, who had successfully developed the Perrier waters at Nimes, France. Harmsworth accompanied Stuart to the springs in 1914 and supplied the capital required to construct a concrete bathing pool, a log dressing-room, a small store and a caretaker's cottage. Although Harmsworth's contribution was about $20,000, only $7,000 actually went into development.[11] Following the outbreak of World War I, Harmsworth returned to England and later withdrew from the syndicate. Before leaving Canada, Harmsworth had appointed an agent, and the bathing-pool was operated by caretakers from 1914 to 1921. Stuart also left Canada with Harmsworth in September, 1914.

Expropriation by the Crown

Following the establishment of the park in 1920, officers of the Department of the Interior at Ottawa tried to negotiate the purchase of Stuart's property which, in addition to Lot 149 surrounding the springs, included adjacent land containing 184 ha. Although he had offered to sell the springs property in 1909 to the Canadian Pacific Railway Company for $3,000, Stuart ignored cables from his agent in British Columbia which indicated the Department's desire to purchase. In fact, Stuart had been engaged in the promotion in England of a new company, "Kootenay Radium Natural Springs, Limited", from which he received substantial cash and stock benefits.[12] In February, 1922, authority was obtained to expropriate the springs and adjoining lands and possession was secured by a court order. Settlement of Stuart's claim for compensation involved a reference to the Exchequer Court of Canada. Hearings were held at Banff, Vancouver and Victoria in 1924, and the judgment handed down in January, 1925, was appealed. In June, 1927, Stuart was awarded additional compensation which altogether amounted to approximately $40,000 together with interest.[13]

Development at the Springs

After the hot springs were taken over by the National Parks Service in 1922, the original bathing establishment was rehabilitated and operated for the next five years. In 1927, a two-storey bath-house was erected and the original concrete pool was improved and lengthened by nine metres. This building was destroyed by fire in 1948, and was replaced in 1950 by a large modern bathing establishment known as the Aquacourt, at a cost of nearly $1,000,000. The new structure incorporated the original pool, an additional large outdoor pool and commodious dressing-rooms, steam-rooms, management quarters and a refreshment counter. In 1966, the top floor of the building was renovated to accommodate a restaurant and outdoor dining terrace. Additional improvements were made in 1968 when the original or "hot" pool was demolished and replaced by a new pool of asymmetric design.

Permanent administrative quarters were developed in 1922 on a bench above the bathing pool where a small business and residential subdivision known as Radium Hot Springs Townsite was surveyed. Leases were granted to private enterprise for the construction of two small hotels, a garage and service station, and a bungalow camp erected by the Canadian Pacific Railway Company. Additional cabin developments later were erected along the completed highway. Patronage of the pools and plunges, fed by hot water almost free from the smell of hydrogen sulphide prevalent at Banff, induced the provision of additional accommodation at Radium Hot Springs. A steady increase in visitors also necessitated studies to relieve traffic and parking problems. Considerable improvement was effected between 1960 and 1967 when most of the business leaseholds in the vicinity of the Aquacourt were purchased and the buildings removed. The administrative headquarters were relocated on a bench overlooking the Columbia River

Sinclair Canyon, Kootenay National Park, circa 1923

Valley. The highway through the townsite area was relocated and a large parking area was created by filling in a bend of Sinclair Creek which was diverted through a tunnel.

The creation of Kootenay National Park, traversed throughout its length by a motor highway, influenced an exceptional demand for camping space. In 1923, development of a chain of campgrounds was commenced and, although primitive by today's standard, they provided convenient stopping places for motorists in an age when speed was not considered essential to a satisfactory vacation. Gradually, many of the early campgrounds were replaced by picnic areas, and remaining campgrounds were reconstructed and, in some cases, relocated. The largest of the new installations, the Redstreak Campground near Radium Hot Springs, was opened in 1962 on a bench overlooking the Columbia River Valley and provided a new standard for serviced campgrounds in Canada's national park system.

Kootenay National Park combines many attractions. Its mineral hot springs and well-maintained pools have been available to bathers for more than 50 years and have acquired a world-wide reputation. The Banff-Windermere Highway provides, throughout its length of 105 km, remarkable panoramas of alpine scenery. Its picturesque canyons, its "ochre" springs, and an interesting variety of game animals all have combined to attract visitors in steadily increasing thousands.

Endnotes

1. J.S. Galbraith, *The Hudson's Bay Company as an Imperial Factor* (Toronto: University of Toronto Press, 1957), p. 211.
2. Palliser Journals, p. 16.
3. Department of the Interior, "Annual Report", 1912, part V, p. 8.
4. B.G. Hamilton, "The Banff-Windermere Highway" *Cranbrook Courier*, March 14, 1924.
5. Department of the Interior, "Annual Report", 1912-13, part V, p. 12.
6. National Parks Branch File K.2 (Documents).
7. Order in Council P.C. 1920-827, 21 April, 1920.
8. National Parks Branch File K.2, vol. II, 22 June, 1922.
9. Department of the Interior, " Annual Report", 1924, p. 65.
10. British Columbia Land Grant 964/49, May 27, 1890.
11. Case on Appeal to Supreme Court of Canada, *The King* vs. *Stuart et al* (1926), 2 D.L.R., p. 260.
12. Ibid.
13. National Parks Branch File K.2, vol. 5.

Wood Buffalo National Park

The establishment in 1922 of Wood Buffalo National Park, located astride the boundary between Alberta and the Northwest Territories, was described as one of the most important and far-sighted conservation measures ever taken by the Government of Canada.[1] Bison, or buffalo as they are generally called, had been known to exist in the vicinity of the lower Peace River and Slave River regions since the earliest days of exploration, and later were believed to be the only wild remnant of the millions of buffalo that once inhabited North America. Larger in size, heavier, and darker in colour than the typical plains buffalo, the northern bison were classified in 1897 as a distinctive subspecies, *Bison bison athabascae*, by S.N. Rhoads.

The earliest record of the existence of buffalo in the Lower Slave River area was left by Samuel Hearne, who crossed Great Slave Lake in the winter of 1771-72 and who found them "plentiful". In his description of the journey which took him to the mouth of the Mackenzie River in 1789, Alexander Mackenzie reported the existence of large herds of buffalo along Slave River. An outline of the range and number of the buffalo in the northern regions of Canada also was provided by observations of members of the Franklin expedition in 1820; by Daniel Harmon in 1808-10; by Sir John Richardson in 1845; and by John Macoun in 1875. Recorded observations after 1840 disclosed a growing scarcity of buffalo in northern Canada and, up to 1870, the disappearance of the species in the outlying districts of their habitat. Estimates of the numbers of buffalo made in 1888, during an investigation into the resources of the Mackenzie Basin instituted by a Senate committee, ranged from small bands to several hundred head.[2]

Early Protective Measures

The earliest move to extend legal protection to buffalo in northwestern Canada was taken in 1877 when an ordinance (No. 5) for their protection was approved by the Northwest Territories Council. The Northwest Territories at that time included lands now within Alberta, Saskatchewan and Yukon Territory. Unfortunately, the ordinance was repealed during the year following, but in 1890, the Territorial Game Ordinance of 1888 was amended to protect buffalo.[3] This protection was confirmed by the Unorganized Territories Game Protection Act of 1894 and successive legislation. Following the creation of the Province of Alberta, the killing of buffalo was prohibited by the Alberta Game Act of 1907.

Although the law for the protection of buffalo was passed in 1890, little enforcement was in evidence for the next few years. In 1897, Inspector A.M. Jarvis of the North West Mounted Police made the first extensive patrol of the region between Edmonton and Fort Resolution on Great Slave Lake. On his return he reported that the inhabitants claimed complete ignorance of the law. In 1899, two hunters were convicted of killing buffalo in the vicinity of Fort Smith, and during the following 13 years the Mounted Police assumed an increasingly active role in their protection. In 1911, the police, known since 1904 as the Royal North West Mounted, were relieved of the special supervision of the buffalo, and their care was entrusted to the Superintendent of Forestry at Ottawa.[4] Protective measures which followed included the appointment of resident game guardians or herders. On the enactment of the Northwest Territories Game Act of 1917, its administration, including supervision of the buffalo herds, became the responsibility of the Commissioner of National Parks, Department of the Interior, who had assistance from the Royal North West Mounted Police.

The Act confirmed the protection to which the northern

buffalo were entitled, although provision was made for the taking of specimens for scientific and propagation purposes.[5]

Buffalo Range Investigated

The need for a measure that would ensure absolute sanctuary conditions for the wood bison was recognized years before the necessary action was actually taken. On his return from an inspection trip undertaken in 1907 to ascertain the number and condition of the buffalo, on which he was accompanied by Ernest Thompson Seton and E.A. Preble, Inspector A.M. Jarvis of the Mounted Police had stressed the need for resident guardians. He also pointed out that effective and easy protection of the herds would be possible if the area inhabited by buffalo was at once turned into a national park.[6] In his annual report for 1913, the Commissioner of National Parks, J.B. Harkin, observed that a proposal to establish a protected area for the preservation of the herd of wild buffalo in the Fort Smith country was under consideration. On the basis of information supplied by Charles Camsell of the Geological Survey of Canada following an investigation of the wood buffalo range in 1916, Dr. C. Gordon Hewitt, consulting zoologist of the Department of Agriculture, made a strong plea for the creation of a national park, a step that he believed not only would save the wood buffalo from extermination but would also ensure repopulation of the species in adjacent territory.[7]

Developments which were to influence the economy of the Mackenzie District of the Northwest Territories were triggered by the discovery of oil in commercial quantities on the Mackenzie River about 80 km north of Fort Norman in August, 1920. Anticipating an oil stampede into the district on the opening of navigation in 1921, the Minister of the Interior established the Northwest Territories Branch at Ottawa for the purposes of administering the natural resources of and the transaction of Departmental business relating to the Territories.

Administrative headquarters was established at Fort Smith on July 1, 1921, and sub-offices were opened at Fort Resolution and Fort Norman. During the same year the administration of the Northwest Game Act was transferred to the new branch from the Commissioner of National Parks, together with the responsibility of administering the wood buffalo herds.[8]

By May, 1922, the Director of the new branch, O.S. Finnie, was able to forecast the creation of a national park which would encompass the ranges of both the northern and southern herds of wood buffalo known to exist. F.H. Kitto, of the National Resources Intelligence Service of the Department, had visited the southern range in 1920 and his report was to influence government action. "As a result of my recommendations, the Government decided to set aside a large tract of country including the whole of the range as a bison reserve. Further exploration was decided on to determine the extent of the boundaries".[9]

In May, 1922, F.V. Seibert, also of the National Resources Intelligence Service, was assigned to make a reconnaissance of the wood buffalo ranges. He was joined later by Maxwell Graham, officer in charge of wildlife administration for the Northwest Territories Branch. By late autumn, observations made by the two investigators had determined, within reasonable limits, the bison population and the approximate northern and southern ranges of the buffalo. Graham conservatively estimated that the southern range contained 1,000 wood buffalo and the northern range 500.[10] Seibert described the limits of the northern range as lying between the Nyarling River on the north and the Little Buffalo River on the south. The southern range was believed to be within an area bounded by the Little Buffalo, Salt, Slave and Jackfish rivers.

Wood Buffalo Park Created

On December 22, 1922, Wood Buffalo National Park, containing an area of 27,195 km^2 was created by order in council, under authority of the Dominion Forest Reserves and Parks Act.[11] The order in council explained that the new park formed the original habitat of the wood buffalo in the vicinity of Fort Smith and that unless the area was reserved for the preservation of the species great danger existed that the only remaining herd in its native wild state would become extinct. The order in council also stipulated that, for purposes of administration, the new park was being placed under the jurisdiction of the Northwest Territories Branch of the Department of the Interior.

Following the establishment of the park in 1922, the District Agent for Mackenzie District, whose headquarters were at Fort Smith, was also appointed Park Superintendent. The herder or warden service which had existed for some years previously was reorganized and expanded by the appointment of a Chief Park Warden and a staff of five. A warden headquarters later was established at Hay Camp on Slave River about 72 km south of Fort Smith. Gradually, an effective game and forest protection service was developed, warden stations were connected to Fort Smith by telephone, fire detection towers were erected and development of a road system undertaken to link Pine Lake and Hay Camp stations with the Fitzgerald-Fort Smith Road.

In 1925, the transfer of surplus plains buffalo from Buffalo National Park at Wainwright, Alberta, to Wood Buffalo Park was commenced — a move which profoundly affected the character and health of the existing herds of wood buffalo. Between June 1925 and July 1928, a total of 6,673 plains buffalo were shipped north from Wainwright to Waterways by railway. From Waterways, the buffalo were transported by scows down the Athabasca and Slave Rivers to LaButte and adjacent areas on the west bank of the Slave River south and north of Hay Camp, where they were liberated. The plains buffalo rapidly adjusted to their new range, which embraced vast reaches of primordial forest interspersed with grassy plains and meadows. By 1926, some of the buffalo had crossed the Peace River to the south and in order to incorporate their new range Wood Buffalo Park was enlarged in April, 1926, to an area of 44,030 km^2.[12] The new boundary took in territory north and south of the Peace River east of the Fifth Meridian and north of the 27th Baseline, but excluded Buffalo Lake and a small area in the northwest corner of the original park. In September, 1926, Buffalo Lake and adjacent lands were reinstated in the park by order in council, thereby increasing its area to 44,807 km^2.[13]

Buffalo Policy Criticized

The decision to transfer surplus plains buffalo from Buffalo National Park at Wainwright to Wood Buffalo

Park was made at departmental level after lengthy deliberation. The Wainwright herd, developed mainly from buffalo purchased in Montana from 1907 to 1912, had, by March 1923, increased to more than 6,600 head. The condition of the range, which also supported elk, moose and deer numbering at least 1,200 head, had deteriorated to the stage where it could not sustain the increased animal population. Proposals for reduction of the buffalo by slaughter had brought letters of objection from the public and alternative proposals for shipment to northern areas. It was realized that an infusion of plains buffalo into the wood buffalo herds would result in hybridization, but the proposed action was forecast in a press article issued under the authority of the Director of the Northwest Territories and the Yukon Branch, O.S. Finnie.

In this article, published in *The Canadian Field Naturalist*, reference was made to the opinion expressed by Charles Camsell, following a brief investigation of the wood buffalo range in 1916, that there was no contact between the herds occupying the northern and southern ranges.[14] Consequently, it was assumed that any integration would be confined to wood buffalo occupying the southern range and that the northern herd would "remain inviolate so far as admixture with the introduced bison is concerned".

Publication of the article resulted in letters from prominent zoologists and conservation societies protesting the introduction of the plains bison to the wood buffalo range, as it was believed the action would result in deterioration of the northern strain. Another objection raised was the danger that the wood buffalo would be subjected to the risk of tubercular infection. Park authorities had been aware of the existence of bovine tuberculosis in the Wainwright herd since 1919, when several buffalo had been autopsied after slaughter.[15] At an early conference on the proposed shipments, tuberculin testing of the buffalo selected had been agreed on, but later it was decided to forego this precaution and the transplanted buffalo, confined mainly to one-year and two-year olds, were sent north without benefit of a tuberculin test. The primary purpose of the experiment was to save the calf crops, which by 1923 were exceeding 1,000 head a year.

The decision to waive the tuberculin test apparently was reached in the belief that only the older buffalo in the Wainwright herd were susceptible to disease and that if the young animals were segregated from the adults there would be little chance of their becoming tubercular. At least one departmental official disagreed with the decision.

In April, 1924, the Supervisor of Wildlife Protection, Hoyes Lloyd, advised the Commissioner of Parks by memorandum that "It is thought to be very bad epidemiology to ship buffalo from a herd known to be diseased and place them in contact with the buffalo at Wood Buffalo Park which are not known to be diseased, so far as I am aware".[16]

Infectious Diseases

Following the introduction of plains buffalo to the southern range of the wood bison, the combined buffalo populations of the park increased slowly. In 1929, the number was estimated to be 10,000. Scientific investigations of the buffalo range were undertaken from 1932 to 1934 by J. Dewey Soper, of the Department of the Interior at Ottawa, who estimated the buffalo population in 1934 to be 12,000. His studies in the park resulted in a remarkable description of the wood buffalo, its habits, its range in summer and in winter, and the physical characteristics of the park.[17] Periodical reductions of the buffalo herd, now hybrid, usually not exceeding 100 a year, had been undertaken from 1930 to 1950. In 1947, W.A. Fuller, mammalogist on the staff of the Canadian Wildlife Service at Fort Smith, discovered tuberculosis in the wood buffalo herd following a slaughter of older animals.[18] Observations continued in 1948 and 1949 confirmed earlier findings of the disease. Aerial surveys undertaken in 1949 and 1950 had indicated a buffalo population in the park of from 10,000 to 12,000. In 1950, studies were instituted with a view to establishing a herd management program in which buffalo would be tested for tuberculosis and reactors selectively slaughtered. Another disease, in the form of brucellosis, was discovered in the buffalo herd in 1956.[19]

The first of a series of management slaughters of buffalo was made in portable abattoirs at Prairie River north of Lake Claire in the winter of 1951-52, when 223 buffalo were killed. This slaughter confirmed a high incidence of tuberculosis. Late in 1952, the abattoir facilities were moved to Hay Camp where annual reductions by slaughter were continued over the following four years. A modern abattoir was built in the Sweetgrass area north of Lake Claire in 1957, and herd reductions were carried on there during the winters of 1957 to 1962. The Sweetgrass abattoir suffered heavy damage from flood conditions on the Peace River in 1958 and 1960, and in 1961 construction of another abattoir was undertaken at Hay Camp. This building was completed in 1962.

In 1962, the buffalo in Wood Buffalo Park were subjected to the threat of a dreaded infectious disease, when anthrax broke out among buffalo near Hook Lake in the Northwest Territories northeast of the park. This outbreak was discovered close to the site of a camp operated by an outfitter to accommodate hunters engaged in sport buffalo hunting which had been authorized in 1959. Additional outbreaks of the disease in 1963 and 1964 at points farther south infected animals within the park and vigorous steps to control and eliminate the disease were undertaken under the direction of officers of the Canadian Wildlife Service. A management program to control tuberculosis and other diseases by testing, innoculation or vaccination has since been carried on. In 1965, 24 head from the "northern" herd of Wood Buffalo Park were captured, tested for disease, and transferred to Elk Island National Park in Alberta where they were installed in an isolated area separate from the main herd of plains buffalo. This subsidiary herd of wood bison has had a satisfactory reproduction, and it is hoped the herd being built up will perpetuate the unique subspecies which, in its original habitat, had suffered from well-intended but disastrous game management policies undertaken earlier in the century.

Whooping Crane Located

A more encouraging event in the park's history was the discovery in 1954 of the nesting grounds of the whooping crane between the headwaters of the Nyarling, Sass and Klewi Rivers.

The tallest and one of the most imposing of all North American birds, the whooping crane had declined in number to less than 100 in the 1920's and by the early 1940's it appeared to be headed for extinction. The gradual disappearance of the whooping crane in central North America followed the destruction of its habitat, as farming, cattle grazing, settlement and hunting encroached on former nesting ranges. From 1922 until 1954 not a single active nest had been found in settled regions. In 1937, the United States Government established a national wildlife refuge at Aransas, Texas, to preserve a remnant of habitat suitable for whooping cranes. During forest fire suppression operations in 1954, the Superintendent of Forestry at Fort Smith, G.M. Wilson, observed from a helicopter two adult white birds and a young bird in an area south of Great Slave Lake. The birds were identified as whooping cranes the following day by Dr. W.A. Fuller. The nesting grounds were definitely established after very difficult ground search in 1955.[20]

In June, 1967, co-operative action was taken by scientists of the Canadian Wildlife Service and United States Fish and Wildlife Service to perpetuate the species. Eggs taken from a nest in Wood Buffalo Park were flown to a special reservation at Patuxent, Maryland, for artificial incubation. From six eggs hatched, four young birds survived. Additional eggs were flown from the park to the research station in Maryland in 1968-69 and twelve chicks survived the hatchings. In August, 1970, the whooping crane population in North America was estimated to be 76, of which 56 were observed during the northern migration period that year.

For more than 40 years following its establishment, the park had been administered as a buffalo range and as a hunting and trapping ground for Indians with hereditary rights. The inception of the Canol Project in the lower Mackenzie River Valley had an impact on Fort Smith, which developed into a zone headquarters for the transfer of supplies and personnel. In 1943, a winter road for military use was bulldozed across the northern section of Wood Buffalo Park to connect Fort Smith with the settlement of Hay River.

Resource Exploitation

Forestry inventory studies undertaken in western Canada by the federal Forestry Branch were extended in 1949 to Wood Buffalo Park and, by 1950, it had been established that exceptional stands of white spruce existed in the valleys of the lower Peace and the Athabasca Rivers. In 1951, the Northern Administration Branch, which then controlled the administration of the park, authorized the first major harvesting of mature and over-mature timber along the Peace River. The permit was issued to Eldorado Mining and Refining Limited to cut timber for operations outside the park. Prior to 1955, three large areas of timber-lands, designated the Peace Delta, Big Island, and Athabasca Blocks, had been selected for forest management — or in simple terms, logging. During 1955 and 1956, four timber berths in the Peace Delta and Big Island blocks were disposed of by public competition and, in 1962, a fifth berth on the Athabasca River was granted. Of the original operators of these berths only one, Swanson Lumber Company, managed to conduct a successful economic operation. This company gradually acquired all cutting rights and, by 1970, operated three mills on the Peace River. These included the Sweetgrass mill located about 16 km upstream from the Athabasca, one near Garden River 13 km east of the park's west boundary, and a third mill just west of the boundary. Company townsites were developed at these mill-sites, complete with schools and churches. At the Sweetgrass and Garden River mills, airstrips also were constructed. The mills provided employment for about 100 Indians or Metis. Special concessions made by the Department in the establishment of timber dues or stumpage rates on timber cut helped keep the mills in operation but, conversely, substantially reduced the revenue accruing to the Crown from the forest operations.

Indian Rights

Prior to the establishment of the park, the area for years had been a hunting ground for northern Indians, many of whom resided along Peace River or in the vicinity of Fort Chipewyan on Lake Athabasca and at Fort Smith. Consequently, in accordance with ancient treaty rights, Indians and half-breeds leading the life of an Indian and later their descendants were granted hunting and trapping rights within the park under permit, provided they had hunted and trapped there before the park was established. The hereditary rights of persons other than Indians and half-breeds who had hunted and trapped in the park south of Peace River prior to its establishment also were recognized within that area of the park. Originally, the National Parks Game Regulations, with amendments, were made applicable to the park, but in 1949 distinct game regulations for Wood Buffalo Park were established. The prevailing closed season for buffalo was continued, but provision was made for the issue of special permits authorizing the taking of specimens for scientific or propagation purposes. The principal fur crop taken by trappers in the park was muskrat, and assistance from the park superintendent in maintaining water levels in choice trapping areas was extended over a period of years by the construction and maintenance of dams on Dempsey and Murdock Creeks, north of the Peace River delta.

Road Development

Another development carried on in the park from 1954 to 1966 was a commercial fishery for goldeye on Lake Claire. The fishing industry provided summer employment for native residents of Fort Chipewyan and supplemented income normally derived from trapping.

A major road construction program supplementing earlier development in Wood Buffalo Park was commenced in 1957 and carried on for the next six years. On completion, the expanded road system provided connection between Fort Smith and Pine Lake, Peace Point, Carlson Landing, Rocky Point, Sweetgrass and Hay Camp. The program also included the clearing of the right-of-way of a proposed road from Peace Point to the western boundary of the park. The clearing was completed in 1959 and, although actual road construction was not undertaken, the right-of-way has since been maintained and used by the Swanson Company as a winter road connecting Peace Point with a provincial road leading east from High Level, Alberta, to a point 129 km west of the park boundary.

Mineral development at Pine Point on Great Slave Lake led to the construction in 1963 of a road linking Hay River on the Hay River Highway with Pine Point and Fort Smith. The work involved about 290 km of construction including a 22.5-km access road from the main route to Pine Point. The work was carried on over a period of three years and completed in 1966. The right-of-way traverses the northern portion of Wood Buffalo Park, incorporating part of the route of the military winter road constructed in 1942-43.

Major developments in the park exclusive of roads have been the buffalo management stations at Hay Camp and Sweetgrass, where abattoirs, staff dwellings, corrals, water systems and accessory buildings were constructed. Warden stations located at Hay Camp, Pine Lake, Peace Point, Carlson Landing, Little Buffalo River, Twenty-seventh Base Line, and Jackfish River incorporate dwellings and essential accessory buildings. Patrol cabins and forest fire detection towers also were established at strategic points in the park. In 1958 a summer cottage division was surveyed at Pine Lake and lots later were leased to residents of Fort Smith and other points in the Territories. A campground and recreational area also was developed at the Lake for the use of visitors.

Boundary Changes Proposed

By 1959, the development of natural resources in Wood Buffalo Park had attracted the attention of the Government of Alberta. In July, 1959, the provincial Minister of Lands and Forests wrote the Minister of Northern Affairs and Natural Resources questioning the consistency of a policy which encouraged industry in a national park originally established for the purpose of preserving its buffalo herds. The letter also suggested that if the area of the park within Alberta were returned to the province, steps would be taken to ensure the preservation of the buffalo. In reply, the provincial minister was advised that the harvesting of timber was restricted to mature and over-mature timber and the policy was, in a sense, comparable to sanitation cutting carried on by the staff of the Department in other national parks, although on a wider scale. Assurance also was given that the preservation of the buffalo and the nesting grounds of the whooping crane was an important function of the park. On April 5, 1962, the Legislative Assembly of Alberta passed a resolution calling for the return to the province of the ownership and control of that portion of Wood Buffalo Park lying within the provincial boundaries. Since then, negotiations have been carried on relating to the possibility of altering the park boundaries to delete areas having possibilities for resource development while at the same time assuring the retention of lands sufficient for the adequate protection of the wildlife of the park. The federal Government also has taken the position that if lands within the park were released to the province, alternative areas within the province suitable for national park purposes should be provided in exchange. Although a number of proposals have been advanced and considered, a satisfactory basis of settlement has not yet been reached.

Changes in Park Administration

From 1922 till 1954, the duties of the Park Superintendent were carried on by the District Agent, later termed the Administrator of the Mackenzie District of the Northwest Territories. In 1954, the Chief Park Warden, Evan Essex, was appointed as the first superintendent having exclusive supervision of the park. He was succeeded in 1957 by R.E. Olson, who retired in 1968. Many of the administrative responsibilities of the park superintendent were unavoidably integrated with the administration of the Mackenzie District, and forest protection, engineering stores and accounting services were extended to meet park requirements. By 1964, it became apparent that developments which had occurred within the park including the exploitation of timber resources, the extension of the park road system and expansion of buffalo management facilities, together with negotiations with the Province of Alberta concerning alterations in boundaries, had created problems which could best be resolved by a transfer of the administration of the park to the National Parks Branch. Subsequently, on June 1, 1964, the Minister of Northern Affairs and National Resources, the Honourable Arthur Laing, announced the change in park administration which was made effective on October 1, 1964. The transfer of some essential services, including those relating to forest protection and engineering, was phased over an extended period, but by April 1, 1969, all administrative functions had been assumed by the National Parks Branch.

Although by accepted standards Wood Buffalo remains an anachronism in Canada's system of national parks, steps are being taken to bring its management into conformity with accepted national park policy. The future of the buffalo herds is under study, negotiations are under way with the holders of timber-cutting rights with the objective of transferring operations from the core area of the park, and attention is being given to meeting the recreational needs of park visitors.

The possibility of reaching agreement with the Province of Alberta on park boundaries which will diminish or eliminate natural resource development and assure perpetuation of outstanding wildlife species is also envisioned. Meanwhile, a large wilderness area is being maintained in its original state, except for comparatively small areas of development. If present boundaries are maintained, the park will offer to adventurous visitors unique experiences in the enjoyment of its flora, fauna, geology, and other physical attractions.

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Prince Albert National Park

On May 9, 1927, the Honourable Charles Stewart, Minister of the Interior, announced the establishment of Prince Albert National Park. Containing an area of 3,566 km^2, it was created "for the purpose of preserving in perpetuity a portion of the primitive forest and lake country of Northern Saskatchewan and to provide for the people of Saskatchewan as well as other parts of the Dominion, a great recreational area".[1] This impressive addition to Canada's National Park system, situated at the gateway to the vast unsettled North, was welcomed by Canadians. To the citizens of the City of Prince Albert the evolution of the park was particularly gratifying, for it was there that its creation had been conceived and promoted.

Animal Park Proposed

In June, 1921, the secretary of the Prince Albert Board of Trade had written the Commissioner of National Parks at Ottawa requesting assistance in the establishment of a buffalo park in a portion of the Pine Forest Reserve, situated southeast of Prince Albert between the north and south branches of the Saskatchewan River.[2] At that time, the increase of bison in Buffalo National Park at Wainwright, Alberta, had led the National Parks Service to consider a reduction of the herd. The Commissioner instituted an investigation to determine the suitability of the forest reserve as a buffalo park and, on the basis of reports obtained from several government departments relating to precipitation, pasturage, shelter and other conditions, the proposal was turned down. The request was renewed in February, 1926, by the Saskatoon Board of Trade which stressed the value of a buffalo park as a tourist attraction.[3]

After further study, in which the existence of three separate government buffalo herds in western Canada was considered, the Saskatoon Board was advised that the Department could not assume any additional expense in the establishment of new buffalo parks.

A more rewarding approach towards the establishment of a national park was made late in April, 1926, when Commissioner Harkin was interviewed in Ottawa by the Honourable T.C. Davis, Minister of Labour and Industry for Saskatchewan, accompanied by his Deputy, T.M. Malloy.[4] They proposed the creation of a large scenic and recreational park north of the City of Prince Albert, incorporating the Sturgeon Forest Reserve and surrounding territory. Mr. Davis strengthened his case by interviews with the Minister of the Interior, the Honourable Charles Stewart, and with Prime Minister Mackenzie King, who had recently been elected Member of Parliament for Prince Albert.

National Park Established

Although anxious to extend the national parks system to every province, Commissioner Harkin considered that an assessment of the proposed area should first be made to ensure that any new park would meet national park standards. Financial restrictions precluded an inspection of the proposed area that year, and the Department proposed to withhold action until 1927. Mr. Davis, a former Mayor of Prince Albert, maintained pressure on the Minister of the Interior, with the assistance of a local national park committee headed by H.J. Fraser, Mr. Davis' former law partner and President of the Prince Albert Liberal Association. Mr. Davis reminded the Minister that Prime Minister King had provided encouragement by advising residents of the constituency of the Government's intention to create a national park north of Prince Albert.[5] Another factor compelling an urgent decision was proposed federal legislation which would require the establishment of national parks by act of Parliament instead of by order in council. Finally, on the basis of information made available to the Department by several of its branches, the Minister of the Interior recommended the establishment of a park, having an interim area of 3,566 km^2. The enacting order in council, which was approved on March 14, 1927, also reserved from disposal a large area of federal public land east of the new park, pending an investigation to determine what portion, if any, was suitable as an extension to the new park.[6]

As originally established, Prince Albert National Park included all lands within the former Sturgeon Forest Reserve. It also included eight additional townships to the north containing Crean and Kingsmere Lakes and the western half of Waskesiu Lake, together with an extensive area situated east of the Third Meridian and south and west of Montreal Lake. Located north of the limits of settlement, the park embodied a region of rocks, woods and waters, which appeared to have been formed by nature as a special playground for lovers of the great outdoors. As described by M.B. Williams in an early park booklet, "Here thousands of crystal lakes — from tiny rock basins only a few hundred yards across to great bodies of fresh water over 50 miles long — reflect in summer the intense blue of the Canadian sky. Between, tying one to another like crystal threads, run innumerable little rivers and streams, weaving the whole region together into a jewelled network of waters intricate as some pattern of the silversmith's art, and providing continuous waterways for hundreds of miles".[7]

Early Exploration

Prince Albert National Park lies between the Churchill and Saskatchewan Rivers, historic water highways of the

early explorers and traders. The amazing network of lakes and streams must have provided an almost continuous waterway from the North Saskatchewan to the Athabasca country, through Lake Ile-a-la-Crosse, Lac Loche and historic Methye Portage, first crossed by Peter Pond in 1778. At the mouth of the Sturgeon River, which has its source in the park, once stood Sturgeon Fort, believed to have been founded by Pond in 1776. Situated on the North Saskatchewan about six kilometres above the site of Prince Albert, it was abandoned in 1779.

Alexander Henry noted in his journal the ruins of several old trading establishments near the mouth of the Sturgeon River in 1808. The Hudson's Bay Company maintained a trading port on Red Deer (new Waskesiu) Lake from 1886 to 1892. This post, with Charles Garson in charge, was established as an outpost of Montreal Lake to compete with a free trader named Stevenson whose headquarters were located on the south shore of the lake in 1887.[8] By 1888, the Company's Red Deer Lake post was considered to be an outpost of Prince Albert, and although it was not a financial success its operation was considered desirable to keep Indian furs from going farther south to Prince Albert where they might be obtained by private traders. On the opening of the West to settlement the disappearance of those early posts was inevitable, and evidence of their former existence has been obliterated by time.

Park Development

Following the establishment of the park in 1927, little time was lost in making its attractions accessible to visitors. An experienced park officer, J.A. Wood of Banff, was appointed superintendent and a park warden service was established. An examination of the park was made personally by the Commissioner of Parks in company of the superintendent. The existing road which had served the forest reserve was little better than a logging trail, and a location survey for an all-weather highway to link the southern boundary with Waskesiu Lake was carried out late in 1927. A site was cleared for a campground, existing trails were improved, and temporary administrative headquarters established. A small subdivision had been surveyed at Waskesiu Beach in 1925 by the federal Forestry Branch, and a few lots had been made available for business and residential purposes under permit. To meet the expected demand for sites for commercial enterprise and for summer cottages the survey of a new townsite was undertaken early in 1928. A location survey for a scenic road along the south shore of Waskesiu Lake to Waskesiu Narrows was made, a residence was erected for the superintendent, and several administrative buildings constructed. Local interest in the park was maintained through the efforts of the Prince Albert National Park Committee. Although development of the new access road was still under way and the townsite had not yet been developed, an official opening of the park was held on August 10 and 11, 1928. The guest of honour was the Prime Minister of Canada, the Honourable W.L. Mackenzie King, who was presented with a summer cottage by his constituents. A program of boating, fishing, and aquatic sports rounded out a two-day celebration and, although prospective visitors had been warned in advance that overnight accommodation was limited to space in the public campground, an attendance of more than 2,500 made the opening an outstanding success.[9]

By the end of 1928 the new access road through the park had been completed, and lots in the business residential subdivision had been opened for lease. Orderly development of the park and the Townsite of Waskesiu was well under way in 1929 and was continued in the years following. The park superintendent and staff moved from a log cabin to a new administration building in 1920. The following year an electrical generating plant serving government and private buildings was built and in 1932 a summer water system was installed. Projects undertaken between 1932 and 1935 to relieve prevailing unemployment conditions resulted in the completion of numerous works and buildings. Campgrounds were extended, a park museum and a community building were built, a golf course and well-appointed club-house constructed, and a park work camp accommodating 100 men completed. Developments undertaken by private enterprise included construction of stores, summer hotels and bungalow camps, restaurants and a roller-skating rink.

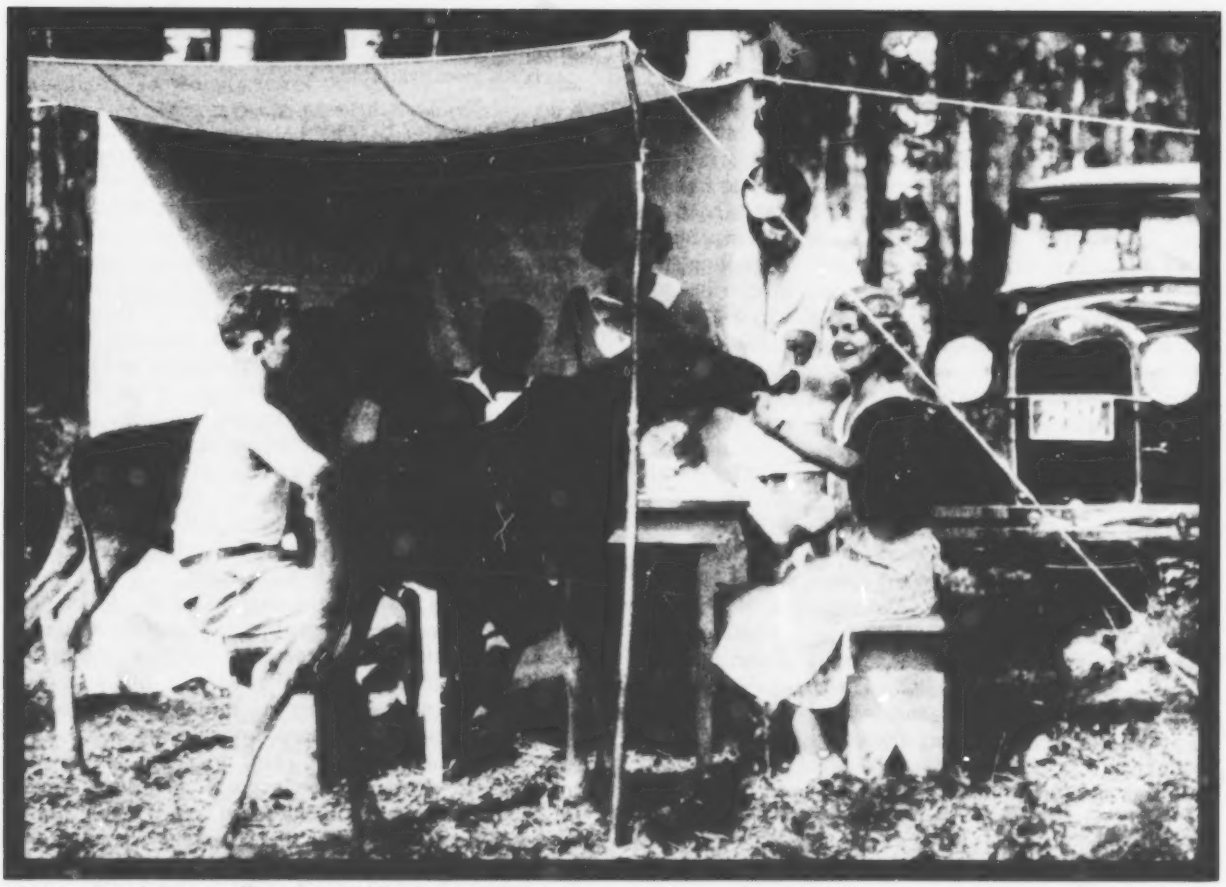
Early recognition was given by the park administration to the unique opportunities available for outdoor recreation. In 1930, a large breakwater was constructed at Waskesiu Beach to provide shelter for swimmers, boat owners and the operators of boat liveries. Later a shore wharf was installed and individual boat stalls provided for rental by the public. The use of park waterways was facilitated by the construction of light railways at portages linking Waskesiu Lake with Kingsmere Lake and the Hanging Heart Lakes. Satellite campgrounds established at suitable locations on several of the large lakes encouraged overnight excursions by water. For the less adventurous, trips up Waskesiu Lake by licensed passenger boats were available.

Park Boundaries Extended

Meanwhile, the future dimensions of the park had been receiving departmental attention. By mid-summer of 1928, the Minister of the Interior had ascertained that the large reservation of some 4,662 km^2 set aside for consideration as an extension to the park was more suitable for settlement. Consequently, the reservation was withdrawn by order in council on October 18, 1928.[10] Investigation and appraisal of lands within and adjoining the park undertaken by the superintendent resulted in his recommendation that the park be extended to the north and northwest to incorporate a number of large lakes. Of these, Lavallée Lake supported one of the largest colonies of cormorants and white pelicans in northwestern Canada, and Wasaw, Wassegam and Tibiska Lakes contained several varieties of game fish. The addition was authorized by order in council of February 6, 1929, and increased the park's area to 4,841 km^2.[11]

Eight years prior to the establishment of the park, much of its southwestern portion had been devastated by a forest fire. Although regeneration had been satisfactory, park authorities considered that some of this area could be dispensed with. Another section of the park having doubtful potential for future development and use was that located east of the Third Meridian, which surrounded the Montreal Lake Indian Reserve and south end of Montreal Lake. Superintendent Wood's appraisal of the park lands had led him to recommend the withdrawal of the entire area east of the Third Meridian, as much of it

Kingsmere River, Prince Albert National Park



Visitors visited, Prince Albert National Park, circa 1929

had little attraction for the visitor. The Indian Reserve included the shore line of Montreal Lake, the interior of the area was low-lying with extensive muskeg areas, and the expenditure required for game and fire protection services was not offset by any scenic or recreation values. Following consultations with the Indian Affairs Branch and the Province of Saskatchewan, the Minister, the Honourable T.A. Crerar, introduced legislation to amend the park boundaries during the 1941 session of Parliament. The bill, which provided for the withdrawal of lands surrounding the Indian Reserve as well as two small areas along the southern park boundary, met unexpected opposition. Members of the opposition party, led by R.B. Hanson, opposed the deletion of timbered lands. The Member for Lake Centre, John G. Diefenbaker, expressed the opinion that the stand of timber in the eastern part of the park was being sought by certain interests in northern Saskatchewan.[12]

The Minister assured members that the purpose of the legislation was to eliminate land not suitable for park purposes. Actually, the area in question had never been a part of the former forest reserve. One-third of it had been burned over and the remainder was low-lying muskeg and swamp. After opposition to the bill continued, it was withdrawn from the legislative program.

No further action to withdraw lands from the park was attempted during the war years. After a reconnaissance survey of the disputed area had been undertaken by a departmental forest engineer, the proposed reduction in the park area was accomplished by an amendment to the National Parks Act. It was piloted through the House of Commons in 1947 by the Honourable C.D. Howe after mild opposition from some of the members.[13] This action left the park with an area of 3,875 km^2.

Boundary Change Proposed

When the north and west boundaries of the park were re-established by a legal survey in 1963, the Province of Saskatchewan requested that road allowances along the west boundary of the park be excluded. Such action would have relieved the park administration of building roads to serve provincial lands adjoining the park. Although legislation to effect the proposed withdrawal was prepared in 1970, it was later withdrawn and the surveyed boundary has been retained.

Residential Subdivisions

From the date of its formal opening, Prince Albert National Park received an ever-increasing patronage by the residents of Saskatchewan. They made full use of the campgrounds, waterways and recreational amenities; built summer homes on the sites made available for the purpose; and leased lots in the townsite for the erection of business premises required to provide essential visitor services. The residential area on Prospect Point was augmented in 1938 by the survey of the Lakeview Subdivision in which the construction of low-cost cottages was permitted. This subdivision was extended in 1946 and 1951. The business section of Waskesiu Townsite was expanded by survey in 1933 and 1950. The first bungalow cabin developments in the park were completed in 1932 and 1933 and were supplemented by lodge and hotel accommodation. A park museum constructed in 1933 and a block of tennis courts provided additional attractions for visitors.

Highway Improvement

Access to outstanding points of interest was facilitated by the construction of scenic drives. A road along the south shore of Waskesiu Lake to the first narrows was completed in 1931, and a companion drive along the north shore of the lake to Hanging Heart Lakes was opened in 1937. In 1961, work was initiated on an extension to the Hanging Heart Lakes Road, planned as a link in the Waskesiu Scenic Way, which when completed would encircle Waskesiu Lake. By 1963, 19 km of the new drive had been completed to Kingsmere River before construction was temporarily discontinued. The main park highway, completed in 1928, was improved in subsequent years. The right-of-way, noted for its curves, was substantially relocated prior to its reconstruction during the period 1948 to 1952. The project included the hard surfacing of the entire route.

A new access to park headquarters at Lake Waskesiu was completed in 1968 and hard-surfaced in 1969, with the co-operation of the highways department of the Province of Saskatchewan. For years, the park highway, which formed a link in Provincial Highway No. 2, carried a heavy traffic to points northeast of the park where fishing, lumbering, and mining were carried on.

In 1965, the Government of Saskatchewan announced its intention of building a new highway to serve mineralized areas in the vicinity of Lac la Ronge, which would by-pass the park. Following negotiations between the Director of National Parks and the Deputy Minister of Highways for Saskatchewan, the provincial authorities agreed to relocate the new route closer to the park in order to facilitate access to Waskesiu Townsite. The province also entered into an agreement with the Government of Canada to construct an access road about 11 km in length from the new highway to Waskesiu Townsite, with the federal Government paying all relevant costs. On completion in 1968, the new route shortened the distance from Prince Albert to the park by nine kilometres, diverted heavy traffic from park roads, and substantially reduced the cost of maintaining the original park highway.

Year-Round Administration

For more than thirty years after its establishment, the park was administered from Waskesiu Townsite during the summer months. During the winter, the park superintendent and his staff, exclusive of the warden service, occupied quarters in the City of Prince Albert, where a central garage and a work shop were maintained. Increasing winter use of the park highway and the supervision of winter work programs confirmed the needs for a centralized headquarters. The park engineer was stationed in the park during the winter of 1957-58 and, following the construction of a new central garage and additional staff quarters in 1959, maintenance operations were centralized in the park. The superintendent and his administrative staff continued the semi-annual moves until 1967, when a new administration building was built at Waskesiu. The final change in the park operation was facilitated by the provision, during the preceding years, of adequate staff accommodation.

Over the years, amenities for visitor use were improved. The popularity of boating was recognized by the repair and reconstruction of a large breakwater at Waskesiu

Beach which provided shelter for boat liveries and docking facilities. Eventually, the ever-increasing use of watercraft resulted in congestion, which accentuated the need for adequate launching, berthing and control equipment. Following a study undertaken by consultants, the construction of a marina five kilometres northeast of Waskesiu Beach was commenced in winter 1961-1962 and completed in 1964. The marina, sheltered by a large breakwater, incorporated five docking piers, a berthing dock, and loading ramps, together with office and living accommodation for the concessionnaire by whom the marina is operated. Washroom facilities and adequate parking for patrons and visitors are also provided.

Campground Extension

The park's first campground at Waskesiu enjoyed a popularity which necessitated almost continuous expansion. The original site was extended in 1930 by an addition of ten hectares, and during the next four years kitchen shelters, toilet buildings and other amenities were added. Satellite campgrounds developed at Waskesiu Narrows, Sandy Lake and on the shores of some of the larger lakes also were well patronized. Waskesiu Campground witnessed the development of the tent house — better known as the shack tent — a collapsible structure which the owner was required to dismantle and store during the non-camping season. Requests of campers for permission to leave their shack tents on the campground the year round resulted in the allocation in 1951 of a section of the campground for the erection of small cabins mounted on skids, known later as "portable cabins". An increasing use of automobile trailers influenced the development of a large trailer park between 1959 and 1964.

The unrelenting demand for more camping space was met in 1962 by the development of a new campground, the Beaver Glen, on the Heart Lakes road north of Waskesiu Campground. The first section was opened in 1965, and additions have provided space for more than 200 tents, together with service buildings and an outdoor amphitheatre. The area occupied by shack tents originally comprised choicer sections of Waskesiu Campground adjoining the beach. In earlier days when park attendance was lower, the presence of these structures did not seriously affect day-use of the areas adjacent to the lake by casual visitors. However, changing patterns of visitor use and the introduction of more sophisticated types of camping equipment such as the tent trailer brought about over-crowding in tent and trailer camping areas.

This transition in visitor camping practice, together with a plan for the redevelopment of Waskesiu Townsite and vicinity, led to the announcement of a new departmental policy in 1967. Under proposed arrangements, it is hoped to phase out from use the semi-permanent tent-houses, and vacated sections of the campground will be redeveloped for occupation by a more mobile type of equipment. Owners of cabin tents, however, will retain camping privileges so long as their camping permits are renewed annually on a personal basis.

Grey Owl's Activities

Recollections of the history of Prince Albert Park would be incomplete without a reference to Archibald Belaney, known to thousands the world over as "Grey Owl". A native of Hastings in Sussex County, England, Belaney came to Canada in 1905 as a youth, lived the life of an Indian in the Temagami and Biscotasing areas of Ontario, served overseas in World War I, and later trapped for a living in the vicinity of Temiscouata, Quebec. A convert to wildlife preservation about 1929, Belaney wrote numerous articles under his adopted name of Grey Owl about the antics and habits of a pair of wild beaver which he had tamed. Publication of these articles in England and Canada aroused attention and, in 1931, he was induced to enter the employ of the National Parks Service of Canada to promote a wider public interest in conservation practices. He was first located with his beaver on a small lake in Riding Mountain Park where some remarkable motion pictures of his charges were filmed. When it was ascertained, late in the autumn, that the lake would freeze too deeply during the coming winter, the Commissioner of National Parks transferred Grey Owl and his beaver to Ajawaan Lake in Prince Albert Park.

Here he continued his writing, assisted in the production of additional wildlife films, and obtained leave to undertake lecture tours which took him to England and the United States. Following his return in the spring of 1938 from his latest tour, he contracted pneumonia and died in a Prince Albert hospital. He was buried on the shore of his beloved Ajawaan Lake, where his memory is perpetuated by the preservation of one of the cabins in which he lived during his seven-year sojourn in the park, and by the maintenance of his grave which continues to be an object of interest to many park visitors. His pet beavers, Jelly and Rawhide, were released to the wilderness and later investigation disclosed the existence of a substantial beaver population in the area surrounding Ajawaan Lake.

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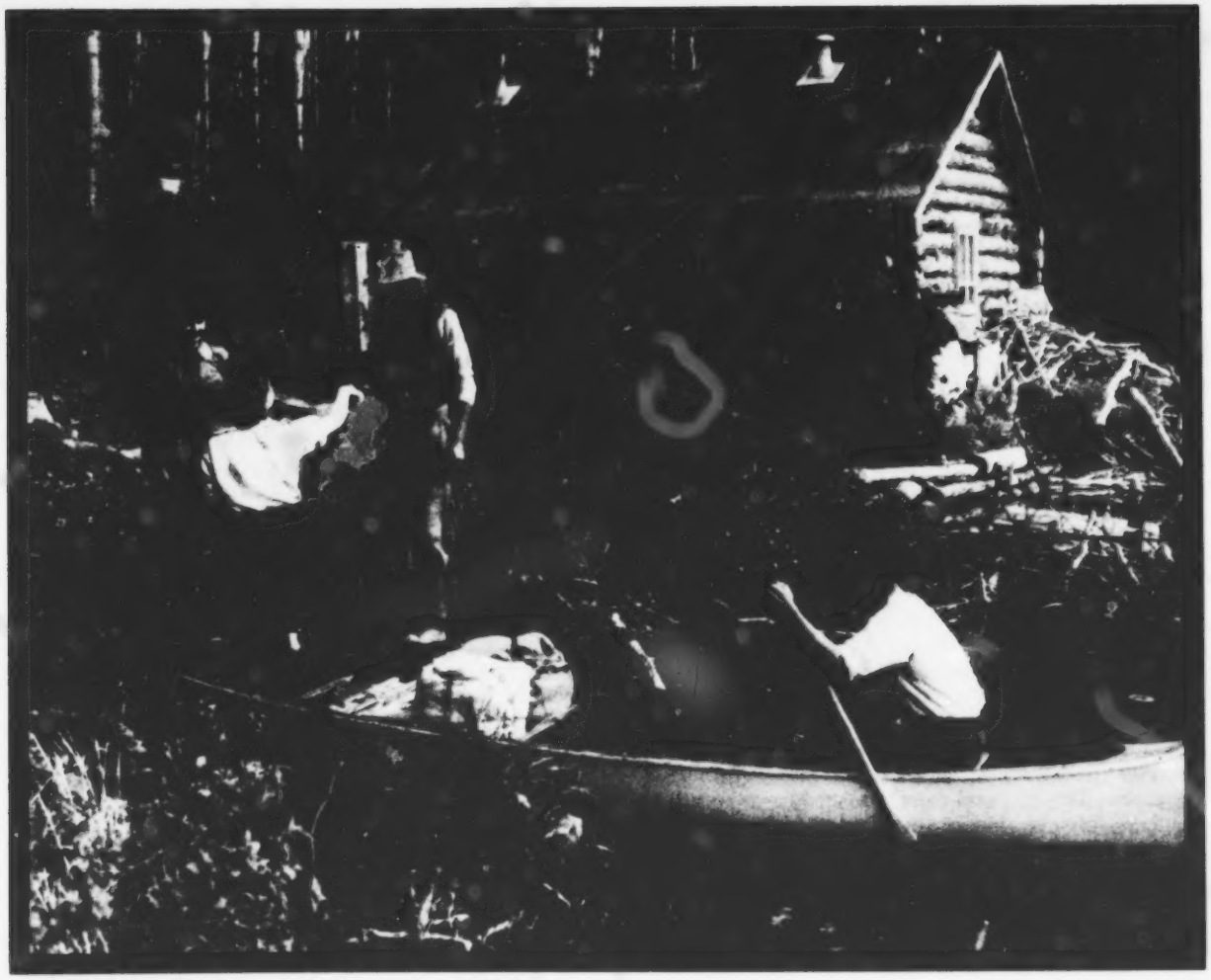
Riding Mountain National Park

The establishment in 1929 of Riding Mountain National Park was a significant event, for it was the last park to be created from unalienated public lands administered by



Grey Owl welcoming visitors at his home, Ajawaan Lake, Prince Albert National Park, circa 1929

Grey Owl nursing a baby beaver, Riding Mountain National Park, circa 1929

the Government of Canada. The new park also perpetuated public use of a popular recreational area located in a unique part of Manitoba, and its selection as a link in Canada's chain of national parks reflected the expressed wishes of a great many residents of the province.

First Park Proposals

A proposal that a national park be established in eastern Manitoba, south of the Winnipeg River and west of the Ontario boundary, was under consideration as early as 1919.[1] The area, drained by the Whiteshell River, constituted a veritable lakeland relatively primitive in character, through which the construction of the Trans-Canada Highway was planned. The proposal, however, lay dormant for several years until a new interest was stimulated in 1927 by Dr. E.D.R. Bissett, Member of Parliament for Springfield. Dr. Bissett solicited support from Premier John Bracken of Manitoba, the Honourable Charles Stewart, Minister of the Interior at Ottawa, and J.B. Harkin, Commissioner of National Parks at Ottawa. By April, 1927, Dr. Bissett had written assurance that the National Parks Service, with departmental approval, was prepared to recommend creation of a park in eastern Manitoba subject to certain conditions.[2] These conditions provided for the perpetuation of existing park policy in matters of resource conservation; that the area would be served by the interprovincial highway then under construction; and that the section of the highway in the proposed park would be built by the Province of Manitoba. The proposal later was endorsed by all 19 members of the House of Commons representing Manitoba, and in May, 1927, a decision was made to withdraw from settlement or disposal all vacant lands within the proposed area, containing 2,201 km^2. Later, Premier Bracken notified Mr. Stewart that the proposal was acceptable to the provincial government provided mineralized areas having development potential were excluded from the park area. Formal reservation of the land from disposal was made by order in council on April 19, 1928.[3]

The prospect of a national park in a wilderness area of eastern Manitoba, however, was not universally favoured. By June, 1927, the Honourable Charles Stewart was receiving numerous resolutions from city and town councils and secretaries of rural municipalities in central and western Manitoba, urging the establishment of a national park in Riding Mountain Forest Reserve. Members of Parliament who had endorsed the Whiteshell River site now supported that at Riding Mountain. Among these were J. Allison Glen, member for Russell, and J.T. Thorson, member for Winnipeg, South Centre. In August, 1927, Mr. Thorson advised the minister that he had changed his mind after receiving objections from a number of constituents. Arguments against the Whiteshell area stressed its inaccessibility, lack of central location, and a general absence of big game. Mr. Thorson, later to become President of the Exchequer Court of Canada, also enclosed a communication from a leading citizen of Dauphin, J.A. McFadden, advocating the Riding Mountain Forest Reserve as the most desirable site for Manitoba's national park.[4]

The forest reserve, established in 1906, previously had been one of the first federal timber reserves set aside in Manitoba.[5] It occupied a commanding location in the west-central part of the province, as its eastern escarpment rose sharply above the surrounding plains to a height of 305 m. The reserve contained a number of attractive lakes and supported one of the largest herds of wild elk in Canada.

On the shores of Clear Lake, there already existed a thriving summer community known as Clear Lake Resort in which lots surveyed by the Forestry Branch of the Department of the Interior had been made available by lease. Consequently, the attractions of the Riding Mountain Reserve, in contrast to those of the Whiteshell area, were known to hundreds of summer visitors.

Mr. McFadden, a member of a legal firm in Dauphin, in collaboration with the Mayor, D.D. McDonald, organized a Riding Mountain Park Committee representing many of the municipalities in the province. The committee published a pamphlet describing the attractions of the Riding Mountain area, and through its members mounted an aggressive campaign in support of its cause.

Riding Mountain Favoured

By November, 1927, the volume of correspondence received in the Department of the Interior favouring the western site prompted the Deputy Minister, W.W. Cory, to inform the Commissioner of National Parks that "I am inclined to think that the weight of public opinion in Manitoba supports the creation of a park in the Riding Mountain Forest Reserve rather than in Eastern Manitoba".[6] The Winnipeg *Tribune* on January 20, 1928, favoured the eastern site and recommended its development as a national park. The *Tribune* suggested that the Riding Mountain Reserve could be kept in mind for a provincial park when the province obtained control of its natural resources. On February 7, 1928, the legislative assembly of Manitoba passed a resolution by a vote of 23 to 10, favouring the western area:

> *In the opinion of this House, the National Park for Manitoba should be established by the Dominion Government in the vicinity of Riding Mountain, as well as in the eastern part of Manitoba.*[7]

The Honourable Charles Stewart had advised members of Parliament from Manitoba that as far as he could see, there would be only one national park in Manitoba and it was up to the members to place their preference on record. During the course of a tour of western Canada, Mr. Stewart attended a picnic at Clear Lake in Riding Mountain Forest Reserve on August 11, 1928, where, in a public address, he forecast the reservation of land within the reserve for a "Federal National Playground".

> *I am not going to say that we will call this a National Park, but I do say this — you will have all the facilities of a National Park. We will develop a small golf course for you; we will provide facilities for cottages here and give you sufficient ground for a playground and camping ground, and then your committee will have to get to work again to get a road which will provide facilities for people coming in here every day.*[8]

Whiteshell Area Examined

Meanwhile, an examination of the alternative national park sites by an experienced investigator, R.W. Cautley, D.L.S., had been arranged by the Commissioner of National Parks. Mr. Cautley, who had carried on extensive boundary surveys in the Rocky Mountain parks, visited the Whiteshell area in July, 1928.

From Minaki, Ontario, Cautley travelled with guides by canoe down the Winnipeg River and up the Whiteshell River, passing through the extensive interconnected lake system of the region. The journey involved more than 322 km of travel, and 33 portages, permitting critical assessment of a wilderness area. Later he reported that he did not consider the eastern Manitoba area of sufficiently high standard to be created a national park, as it was "not truly representative of the best river, lake and rock island type of country to be found in Canada". On the basis of this report, the national park reservation made in 1928 later was cancelled.

In reporting on the Riding Mountain site, Mr. Cautley disclosed that he was favourably impressed with Clear Lake and the abundance of big game but considered the balance of the area to be more valuable as a forest reserve. Consequently, he recommended the creation of a summer recreation centre, taking in an area of 282 km^2 surrounding Clear Lake.

Copies of Mr. Cautley's reports were made available to Dr. Bissett and to Mr. McFadden, spokesmen for the groups sponsoring alternative park areas. Again the Department was flooded with resolutions from towns and municipalities, rejecting the recreational park proposal and recommending instead the conversion of the entire Riding Mountain Forest Reserve to the status of a national park. On behalf of the Riding Mountain Park Committee, Mr. McFadden wrote the Minister expressing the opinion that the forest reserve in its entirety should be retained, administered and developed as a park by the federal Government, or alternatively it should be transferred to the province, under the impending transfer of natural resources.

A final decision on the establishment of a park was deferred until December, 1929, when Premier Bracken visited Ottawa in the company of two members of his Cabinet, to negotiate the terms of a formal agreement for the transfer to Manitoba of its natural resources. On his return to Winnipeg the Premier announced that the Riding Mountain Forest Reserve was being set aside as a national park. Formal authority for its creation was provided by order in council on December 28, 1929,[9] and the new national park achieved ultimate status on its proclamation in *The Canada Gazette* on February 8, 1930, for the fourth time.

The escarpment of Riding Mountain is believed to be the result of pre-glacial erosion which occurred prior to the Ice Age, when much of the land now forming Canada lay under a vast sheet of ice. As the ice receded, large lakes fed by waters from the melting ice remained, and their shrunken remains exist in Lakes Winnipeg, Winnipegosis, Manitoba and Dauphin. During the post-glacial period, Riding Mountain probably stood like an island surrounded by lakes and rivers.

Early Exploration

Although lying between the travelled routes of the early explorers along the Churchill River to the north and the Red Assiniboine Rivers to the south, the Riding Mountain area for years was relatively untouched by civilization. The great central plain to the southeast was the former territory of Assiniboine and Cree Indians, who were on friendly terms with the powerful Blackfoot of the west. Following the acquisition of fire-arms by western Indians, bitter hostilities broke out and Cree and Assiniboines joined in raids against the Blackfoot and Sarcee. As the buffalo, staple of the western tribes, began to disappear, the Assiniboines moved westward and the Crees remained in the Riding Mountain region.

One of the first white men to explore the region was Henry Youle Hind, a professor of geology and chemistry at Trinity College in Toronto. During 1857 and 1858, Hind headed an expedition sponsored by the Canadian Government which explored the country between the Assiniboine and the South Saskatchewan Rivers from the Red River west to the vicinity of present-day Saskatoon. Hind left a remarkable record of his travels and observations in his report "Assiniboine and Saskatchewan Exploring Expedition".[10] In October, 1858, Hind reached the shores of Lake Dauphin and from there proceeded to Riding Mountain, which he climbed. Hind commented on the view from the summit from which he observed the pattern of lakes, rivers and swamps left by the retreating waters and the beach lines of the ancient post-glacial sea. While at Lake Dauphin, Hind met an old Indian named Ta-Wa-Pit who lived with two sons and their families on the western shore. Hind was presented by the old man with a pipe carved from soft shales found on the slopes of Riding Mountain and in exchange Ta-Wa-Pit received about one kilogram of buckshot. Ta-Wa-Pit also described the appearance and virtues of some gigantic bones exposed in the bank of the Valley River near where it cut through the old lake ridge. "Ta-Wa-Pit", Hind wrote, "calls these bones a great medicine and he now and then takes small fragments, bruises them to powder, and uses them as a medicinal preparation. From his description, I infer that the bones are those of a mammoth; his rough drawing in the sand, of the ribs and teeth correspond, in point of dimensions, with those of that gigantic animal".[11] Hind found that the Indians he employed were reluctant to ascend the Riding Mountain as it was "full of devils". However, Indian occupation of lands now within the park followed later, and a small Indian reserve at the northwest end of Clear Lake was in existence when the park was established. This reservation, set apart to facilitate fishing in the lake by the native population, later was cancelled.

Park Development Initiated

Plans for the development of the new park were initiated early in 1930, although administration of the former forest reserve was carried on for a few months by officers of the Forestry Branch. Clear Lake, the largest and most attractive in the park, had been the focal point of visitors for some years and it was selected as the local seat of administration. James Smart, an experienced officer of the Forestry Branch at Prince Albert, was appointed acting superintendent and he assumed his duties in June, 1930.

The Superintendent established temporary administrative quarters at Dauphin, and later at Neepawa. He

recruited the nucleus of an administrative and protective staff from former Forestry Branch personnel and instituted major development proposals. These included improvement of roads within the park, the development of an adequate campground at Clear Lake, the construction of a new road from Clear Lake to the eastern boundary of the park, and development of a golf course. The improvement of the existing route to the north boundary was commenced in 1930. It incorporated a road around the north shore of Clear Lake to Lake Audy and a section of the "Strathclair" road between Lake Audy and the boundary. By the end of 1931, the 40-km stretch to Lake Audy had been improved and the balance of the route was brought to satisfactory standard in 1932. The new Norgate road from park headquarters to the eastern boundary was completed in 1932. The development of a modern highway from Clear Lake to the north boundary which would provide a shorter route to Dauphin also was undertaken and clearing of the right-of-way was completed in 1931. Construction was carried on through the following four years and the road, known as No. 10 Highway, was completed in 1935.

The re-survey and expansion of the Clark Beach subdivision on the south shore of Clear Lake had priority in development plans. The original plan of survey made in 1916 and extended later to incorporate additional lots did not comply with park regulations, which required the lots to be setback at least 30 m from the lakeshore. The new survey, carried out in the winter of 1931-32, revised the boundaries of several existing blocks, expanded the subdivision to include a business section, and made adequate provision of a large new campground and a picnic ground.

An area on the lakeshore was developed as a public park and selected sites in the townsite were designated for the erection of park administration and maintenance buildings. Cottage owners who had previously held lots under permit were granted the privilege of applying for leases following compliance with park building regulations. The new townsite was renamed Wasagaming, Cree for "clear water", following a competition held in May, 1932, among pupils of Manitoba schools.

A cottage subdivision on the north shore of Clear Lake had been surveyed and opened to the public when it formed part of the forest reserve. Following the creation of Riding Mountain Park, the disposal of lots in this subdivision was suspended until 1948, when applications for leases were accepted. The privilege of leasing lots in this subdivision was terminated in 1957, and in 1958 similar action was taken in respect of residential lots in Wasagaming Townsite.

Riding Mountain National Park was established on the eve of the "Great Depression" and much of its early development was undertaken with funds provided for unemployment relief. Four work camps were established in the park in 1930 and throughout the next five years several hundred men were employed on a variety of projects including road, bridge, campground and building construction. A park administration building, museum, golf club-house, and superintendent's residence, all built of logs and stone from native materials, exemplified the craftsmanship of men from Scandinavian settlements south of the park. During the winter months the relief camps accommodated as many as 1,200 men. Artistic landscaping undertaken around public buildings in the townsite later drew much favourable comment from visitors.

Visitor Amenities Provided

In 1933, year round administration of the park from Wasagaming was commenced, and development of visitor services in the townsite by private enterprise was encouraged. By 1934, modern summer hotel and bungalow camp accommodation, together with several restaurants, stores and shops, were in operation. The earliest accommodation had been provided by a small building combining the functions of a store and a hotel, which was erected in 1925 facing Clear Lake. By arrangement with the owner, this building was moved across the road in 1933 and on its former site a modern summer hotel, the Chalet, was built. It continued in operation until 1959 when it was destroyed by fire. The original bungalow camp, the Idylwyld, was opened in 1931, and later was expanded to incorporate additional units. As park attendance increased, additional visitor accommodation was developed in the form of rooming-houses, bungalow camps and motels. The park was formally opened on July 26, 1933, by the Lieutenant Governor of Manitoba, the Honourable J.D. McGregor, assisted by the Minister of the Interior, the Honourable Thomas G. Murphy.

Natural attractions of the park were augmented by a number of recreational features including a group of hard-surfaced tennis courts, a bowling green, and a children's playground. The original pier or dock on the waterfront at Wasagaming was replaced in 1934 by a breakwater which extended in to the lake for a distance of nearly 213 m.

The breakwater was designed to provide berthing space for sightseeing and privately owned water craft. The park golf course, originally planned to include nine holes, was extended in 1934 to 18 holes and has attained a remarkable patronage by Manitoba golfers.

Campgrounds Popular

The popularity of the park was reflected by the intensive use of the original Clear Lake campground. From the date of its opening in 1931, it was subjected to heavy use which reached the saturation point in 1959. Much of the space was occupied by seasonal campers in tents, trailers and tent-houses. To reduce the camping pressure, the clearing of a new campground within the limits of the surveyed townsite of Wasagaming was commenced in 1959. Construction was continued to completion in 1965. By July, 1962, it was possible to open some completed sections of the new campground, which accommodated nearly 450 tents and 100 trailers. Its amenities included modern kitchen shelters, outdoor stoves, and sanitary service buildings. Patrons of trailer lots enjoyed water, sewer and electrical connections. In the early years of development, small road-side camp-sites with modest facilities were developed at Audy Lake, Moon Lake and Lake Katherine. In 1963 the Lake Katherine campground was enlarged and improved, and an adjoining area developed for day-use and picnics.

Winter Recreation

Although Riding Mountain is considered a "summer" park and the use of commercial and residential properties in townsites and subdivisions is restricted to the period

Bridge over Bogey Creek, Riding Mountain National Park

from May to October inclusive, winter recreation in the form of skiing is available to visitors. A lack of suitable ski terrain in the vicinity of Winnipeg and other large centres of population in Manitoba led, in the early 1950's, to representations from ski associations and individual skiers that the federal Government develop a ski hill in the park. In 1953 and 1957, reconnaissance surveys were carried out by qualified personnel in the National Parks Service and an area drained by MacKinnon Creek on the eastern slope of Riding Mountain was selected. Clearing for an access road from Provincial Highway No. 5 was commenced in 1958 and clearing of ski slopes was undertaken as a winter project in 1959-60. By 1961 the ski slopes, which had been graded and seeded, were in use.

In 1962, a concession was awarded by tender to a Winnipeg company for the operation of lifts and complementary services. The company later installed a T-bar lift, two rope tows and a chalet. The park administration completed the access road in 1963, and in 1965 erected a combination ski patrol and toilet building. Flood control of MacKinnon Creek, which crosses the lower slopes, was accomplished by the installation of steel culverts.

Resource Development

Regulations governing the administration of federal forest reserves had permitted the harvesting of timber under permit for a variety of purposes and the sale of large stands of timber in areas known as berths. Farmers and ranchers living in the vicinity could obtain permits for the purposes of grazing live stock on reserves and removing wild hay for forage. When Riding Mountain Forest Reserve became a national park, its forests had been a source of lumber and other wood products for settlers in the vicinity, and several portable saw-mills were operating within the boundaries. The prevailing arrangements by which non-residents obtained timber were honoured until 1937, when the last mill was removed from the park and a forest management plan was inaugurated. Under the plan, which was administered by a resident forester, selected areas were designated for management and cutting rights were allocated in a manner intended to ensure a perpetual supply of timber. The remaining two timber berths were surrendered in 1947. The privileges of grazing cattle and the cutting of hay under permit on parklands also were extended for many years.

Perpetuation of these concessions brought to those responsible for the administration of the park the realization not only that these practices were in contravention with national park concepts but that the preservation as a natural heritage of unique examples of native flora was being jeopardized. The continued harvesting of timber for a period of more than 50 years in the forest reserve and in the park not only had impaired aesthetic values of the park landscape but also had debilitated greatly the quantity and quality of mature timber in the more accessible areas. In addition, numerous fires, believed to be of an incendiary character, depleted forested areas. Following the adoption of a national park policy in 1964, which ruled out grazing and the harvesting of land resources as detrimental to park land values, restrictions on the issue of permits were introduced. Later, in 1966, the Honourable Arthur Laing, Minister of Indian Affairs and Northern Development, announced that grazing and hay cutting in the park would be phased out by the end of 1970. All permittees were notified in order that alternative arrangements could be made in areas outside the park.

Applicants for timber cutting privileges apparently were aware of the situation, for permits declined drastically in the 1960's. By 1969 it was evident that future plans for park zoning and the establishment of representative wilderness areas in the park were not compatible with continued impairment of the forest, and that the park could no longer provide lumber to farmers in acceptable quantity and quality. Consequently, a decision was reached at ministerial level in June of that year whereby no timber permits would be issued following the close of the logging season of 1971-72.

Later Improvements

Over the years, many improvements were made in the park which resulted in greater convenience to park visitors. The main north-south highway through the park, No. 10, was hard-surfaced during 1952 and 1953 and satellite roads providing access to places of interest were renovated or improved. A small herd of buffalo installed in a fenced area of 133.5 ha near Lake Audy in 1931 became an outstanding visitor attraction. Additional bungalow cabin and motel accommodation developed by private enterprise has helped meet the demand of an increasing number of visitors. On the administration level, the need for improved office accommodation led to the construction in 1956-57 of a new park administrative building at Wasagaming. Relocation of the park work compound from the townsite was commenced in 1957, and resulted in the construction of a group of modern maintenance buildings. On the vacated area, a commodious new assembly hall was erected in 1969 and brought into use in 1970. The inauguration in 1965 of a park interpretation service, supervised by a park naturalist, has been instrumental in acquainting visitors with a wider knowledge of the natural attractions, characteristics and wildlife of the park.

Land Acquisition

When originally set aside in 1906, Riding Mountain Forest Reserve included little of the southern shore of Clear Lake that now forms part of the townsite of Wasagaming. An amendment to the Dominion Forest Reserves and Parks Act in 1923 added a marginal strip to the reserve along the shore line. This action, however, left the southern boundary in several places only a few metres from the lake.[12] After Riding Mountain Park was established, the Commissioner of Parks instituted action to protect the townsite area from undesirable fringe development. This was partially accomplished by the acquisition of two quarter-sections of land comprising 129.5 ha which flanked the highway at the southern entrance. This acquisition extended the boundary 800 m southerly from the townsite, and assured future visitors of an approach to the park uncluttered by unsightly commercial developments. The buffer zone between the park and settled lands to the south was expanded by land purchases carried out between 1936 and 1955, and resulted in a straight line boundary east of the No. 10 highway for nearly ten kilometres. Immediately west of the townsite, only a narrow strip of land separated Clear Lake from privately owned property. Opportunities to deepen the buffer zone

by land acquisition were exercised between 1965 and 1969, when nearly 526 ha were purchased for park purposes. A substantial portion of the properties acquired adjoined the shore line of South Lake, which is nearly a two kilometres in length, and is separated from Clear Lake by a narrow bar. By 1973, only one parcel of 24 ha fronting on South Lake remained in private ownership.

Riding Mountain Park has long fulfilled its original destiny as a summer playground for Canadians. Its man-made attractions have been expanded to provide outdoor sport in winter. The park continues to function as a vast wildlife preserve, containing a very large herd of elk, the largest member of the deer family in Canada. Now that the end of resource exploitation is in sight, future planning, involving a wider use of outlying areas will be facilitated, and examples of unique native flora can safely be perpetuated in an authentic wilderness setting.

Endnotes

1. National Parks Branch File U. 2-16-3, vol. 1.
2. Ibid., letter, April 7, 1927.
3. Order in Council P.C. 1928-612, April 19, 1928.
4. National Parks Branch File U. 2-16-3, April 25, 1927.
5. Department of the Interior, "Annual Report", 1899, p. ix.
6. National Parks Branch File U. 2-16-3, Nov. 18, 1927.
7. National Parks Branch File R.M. 2, vol. 1, Feb. 29, 1928.
8. Dauphin *Herald*, Aug. 23, 1928.
9. Order in Council P.C. 1929-2510, Dec. 28, 1929.
10. Henry Youle Hind, *A Preliminary and General Report of the Assiniboine and Saskatchewan Exploring Expedition* (Toronto: John Lovell, 1859).
11. Ibid., p. 98.
12. Statutes of Canada, 13-14 George V, chapter 13, June 13, 1923.

Pacific Rim National Park

On April 23, 1970, the Government of Canada and the Government of British Columbia signed an agreement for the establishment of a national park on the west coast of Vancouver Island. Eventually, this park would be known as Pacific Rim.

Three Components

The new park would consist of three parts — the area known as Long Beach, a 26-km stretch of surf and sand between Tofino and Ucluelet, as well as frontage on Kennedy Lake; a group of islands in Barkley Sound called the Broken Group and including Effingham Island; and the historic Lifesaving Trail, a 64-km stretch of wilderness between Bamfield and Port Renfrew.

The two governments agreed to share the cost of acquiring the lands, which would be transferred to the federal government. Final transfer of title to the Long Beach and islands portions was scheduled for 1972 and to the trail part for 1975.

Rich Indian History

The area contains a number of Indian reserves and has a rich Indian history. The federal government agreed to conduct separate talks with the Indians regarding their lands.

The three portions of the park represent the principal and most striking features of Vancouver Island's west coast — one of the most spectacular beaches in the world, backed by a giant forest and strewn with huge logs; offshore islands that are one of the last remaining habitats of the bald eagle in Canada; and virtually undisturbed wilderness along the old Lifesaving Trail, once of vital importance to sealers and whalers.

Grasslands National Park

On June 19, 1981, the governments of Canada and Saskatchewan signed an agreement to establish Grasslands National Park in the Val Marie-Killdeer area of southwest Saskatchewan. They also agreed that Saskatchewan would carry out, within seven years, an oil and gas exploration program in the national park area. The final boundaries of the park will be established jointly by the federal and provincial governments after the potential oil and gas resources have been determined.

Prairie Landscape

The Grasslands agreement preserves a relatively unspoiled prairie landscape of grandeur, beauty, and solitude, including the Killdeer Badlands.

The Province of Saskatchewan agreed to identify 259 km^2 of land to form the park. The federal government will purchase, not expropriate, neighbouring parcels of land as they become available, until the area of the park reaches 906.5 km^2.

Chapter 3

Pavilion and campground, Point Pelee National Park, 1930s

Camping on the shore, Georgian Bay Islands National Park

Parks of Eastern Canada (1904 to 1981)

Introduction

Although the first components of Canada's national park system were situated in the Rocky and Selkirk Mountains regions of western Canada, action to extend these public reservations to eastern provinces was taken early in the 20th century. A major factor in the establishment of the earlier parks in the mountain and prairie regions of Canada was the existence of large areas of undeveloped public lands, which were administered by the various branches of the Department of the Interior. Moreover, park legislation in force from 1911 until 1930 facilitated the creation of new parks. A strong recommendation from the Minister of the Interior to the Governor General in Council, with support from Cabinet colleagues, was the essential requirement. Following the enactment of the National Parks Act in 1930, however, the merits of prospective parks were subject to parliamentary debate, as each addition to the park system required an amendment to the National Parks Act or, alternatively, a separate act of Parliament.

The first national parks established in Eastern Canada — St. Lawrence Islands, Point Pelee, and Georgian Bay Islands, — comprised lands held in trust for Indians which were purchased, or, in the case of Point Pelee, former Admiralty land administered by the Department of the Interior. After 1930, however, title to almost all unalienated public lands previously under the Department's control had passed to the provinces, and new procedures became necessary. For the next 40 years, additional national parks came into being through co-operative action by the federal and provincial governments. The selection of sites for new parks was made following joint inspections. Subsequently, the province concerned conveyed to the federal Government, under authority of appropriate legislation, a clear title to the land selected. In turn, the federal Government undertook to meet the costs of developing and maintaining the new area.

In the pages following, historical sketches of the national parks established in eastern Canada between 1904 and 1971 will be found. In comparison with their western counterparts, only three of the parks in eastern Canada exceed 550 km^2 in area. None contains a townsite or a major visitor services centre, in which municipal and visitor services normally are concentrated. Consequently, details of development undertaken by the National Parks administration and by private enterprise have been outlined in greater detail than was done in previous chapters.

St. Lawrence Islands National Park

One of the most beautiful examples of river landscape on the North American continent is the picturesque stretch of the St. Lawrence River between Lake Ontario and Brockville. Along this section of the great inland waterway, the river is studded with upwards of 1,700 islands, ranging in size from tiny rocks or islets to areas of several square kilometres. Growths of pine, oak, maple and birch rise above bluffs of gneiss and granite or sweep down to the river's edge and cast darker shadows of colour across the blue-green waters. Known to the earliest explorers as "Les Milles Iles", the Thousand Islands have formed a holiday retreat and summer playground for more than a century. This superb island group lies between Canada and the United States, and the International Boundary threads in a meandering line through the archipelago. The boundary line, however, which is mainly invisible, presents no aesthetic barrier, for the beauty of the river and the opportunities it provides for outdoor sport and enjoyment have long been shared by the peoples of both nations.

Early Island Parks

The Thousand Islands within Canada at one time formed Indian lands. After their surrender by the Indians under treaty, the islands were held in trust by the Government of Canada. By the end of the 19th century, many of the larger islands had been sold as sites for summer homes, many of which were erected on palatial lines. On the mainland, which was privately owned, visitor resorts, complete with large hotels, gradually were developed. Fortunately, some of the larger islands were reserved from disposal early in the present century for private use, and these formed the nucleus of the St. Lawrence Islands National Park. The initial steps in the establishment of the park were taken in 1904 when nine islands fronting on the Townships of Leeds, Landsdowne and Yonge were reserved for park purposes. The islands had been designated for sale but strong representations made by local residents to the federal Government urging that they be reserved for public use resulted in their retention. On September 20, 1904, they were formally transferred from the administration and control of the Superintendent General of Indian Affairs to that of the Minister of the Interior "for park purposes".[1]

The islands included Aubrey, Mermaid, Beau Rivage, Camelot, Endymion, and Gordon near Gananoque; Georgina and Constance near Ivy Lea; and Adelaide near Mallorytown Landing. The Department of the Interior paid the minimum valuation placed on the islands, $9,150, and the funds were credited to the Mississauga Band of Alnwick. Previously, in June, 1904, five members of the Mallory family, whose name is commemorated in the Village of Mallorytown, donated to the Government of Canada for park purposes a small island and an adjoining mainland area at Mallorytown Landing, containing about 1.6 ha.[2] In 1905, the park was enlarged by the purchase of Stovin or Picnic Island west of Brockville, and a two-hectare parcel at the western end of the Grenadier Island just east of Rockport. These acquisitions also came from Indian lands held in trust by the Department of Indian Affairs.[3]

In the initial purchase of nine islands, the Department of the Interior undoubtedly obtained a bargain, for their initial development had been instituted by the Department of Indian Affairs. In April, 1904, a contract had been let to J.D. Warwick of Brockville for the construction of pavilions, steamboat wharves and boat landings, and the provision of tables, benches and outdoor stoves for the convenience of persons using the islands. The initial contract, which included improvements on the parcel of land donated by the Mallory family, was extended to incorporate additional items, and on completion the contractor was paid $16,482.[4] The islands on which improvements had been made were then placed in charge of a caretaker who resided in Gananoque. He was paid at the rate of $10 per month.

Administration Transferred

Early in 1908, the island parks, together with other representative units in the federal parks system, were placed under the administration of the Forestry Branch of the Department of the Interior. An inspection of the island parks made by the Superintendent of Forestry in June of that year revealed that some of the pavilions had been poorly designed, and had either collapsed or lost their roofs during heavy winds which swept the river. Effective repairs were made by the Department of Public Works and the pavilions provided an essential public service for many years. In 1911, the recently-formed Dominion Parks Branch took over the administration of the park islands and regular maintenance was inaugurated. Caretakers for the larger islands or for groups of islands were engaged on a seasonal basis, and periodical inspections by members of the Park Branch staff at Ottawa were initiated. It was not until December, 1914, that the twelve island units existing at that time were formally established as national parks under the Dominion Forest Reserves and Parks Act.[5]

Park Extensions

The island park system was extended in 1919, when Canada or Doran's Island, an attractive area of eight hectares facing the Town of Morrisburg, was obtained for national park purposes. The island had formed part of the St. Regis Indian Reserve, and a long-term lease granted by the Indian chiefs had expired. Its acquisition for park purposes, subject to payment of an amount to be fixed by valuation, was authorized by an order in council under the Indian Act. Later, it developed that the island could not be expropriated for park purposes under the Indian Act, and it was necessary to amend the Forest Reserves and Parks Act to permit the acquisition of Indian lands under that authority. This legislation was passed in June, 1919.[6] After the necessary expropriation was carried out under authority of the new legislation, the island was proclaimed Broder Island Park, after Andrew Broder, who had represented the constituency of Grenville-Dundas for many years in the House of Commons.[7]

The two-hectare parcel adjoining the lighthouse property at the west end of Grenadier Island was enlarged in January, 1924, when the Department of Marine and Fisheries transferred to the Department of the Interior for park purposes an additional two hectares from the lighthouse reserve. The enlarged area of four hectares was proclaimed as Grenadier Island Park.[8] In July, 1924, another valuable addition was made to the park. Cedar Island, located opposite Fort Henry in the St. Lawrence River, two kilometres east of the City of Kingston, had been in the custody of the Department of National Defence for many years following its transfer to Canada by the Imperial Government in 1870. Its transfer to the Department of the Interior in 1924 resulted in the creation of an attractive island park at the western end of the park system, incorporating an interesting relic of early defence construction in the form of a martello tower, which had been erected as an outpost of Fort Henry in 1846.[9] These acquisitions, which brought to fourteen the number of island parks, were the last to be incorporated in St. Lawrence Islands National Park prior to the enactment of the National Parks Act in 1930.

Historical Associations

The St. Lawrence River is linked firmly with the early history of Canada. Following the first ascent of the river by Jacques Cartier in 1535 to the site of Montreal, it gradually developed into a water highway to the west, and along its course travelled the early explorers, fur-traders, and missionaries, followed by settlers and commerce. The native population of the upper portion of the river in early days was composed principally of members of the Iroquois confederacy, as the south bank of the St. Lawrence marked the northern boundary of territory occupied by the Mohawks, Oneidas, and Onandagas. To the north and northwest of the river were the Hurons, and farther north again the Algonquin tribes. The island region was known to them as "Manitoana," or Garden of the Great Spirit, and Indian associations with the islands have given birth to numerous legends.

The Thousand Islands stretch of the St. Lawrence witnessed in turn the struggle of the French and English for the control of North America, which ended in 1763; the War of the American Revolution; the War of 1812-14; and the so-called Patriot War of 1837-38, which terminated shortly after an unsuccessful invasion of Canada from Ogdensburg was repulsed. Memories of the War of 1812-14 are preserved in the names of several of the national park islands, which were given by Captain William Fitzwilliam Owen, who made a survey of the St. Lawrence River following the end of hostilities.[10] Endymion, Camelot and Mermaid Islands were named after gunboats which operated on the Great Lakes; Gordon Island after Commander James A. Gordon; Stovin Island after Major-General Richard Stovin; and Grenadier Island after the famous British regiment.

The Thousand Islands also provided the setting for the story of the "Lost Channel," referred to in J. Fenimore Cooper's famous novel "The Pathfinder". The name of this passage in the islands had its origin from an incident which occurred in 1760, during the Seven Years War. On the way from Oswego to Montreal, a British force under Lord Amherst, transported by two vessels, the *Onandaga* and the *Mohawk*, was ambushed in the islands by a group of French and Indians. During the skirmish, the crew of one of the boats lowered from the *Onandaga* became confused by the myriad of channels, and the boat was lost.[11]

First Visitors

It is believed that a Jesuit missionary, Father Poncet, was the first European to visit, in 1653, the St. Lawrence Islands.[12] Count de Frontenac, appointed Governor of French Canada in 1672, ascended the St. Lawrence from Lachine in July, 1673, with a flotilla of 120 canoes and two flat-boats, carrying 400 men, including some Indians. His mission was to establish a fortified post at the mouth of Cataraqui River which later was to be known as Fort Frontenac and eventually as Kingston, Ontario. Frontenac left a vivid description of his journey through the upper St. Lawrence.

> *On the 4th (July) we pursued our journey and came to the most beautiful piece of country that can be imagined, the river being strewn with islands, the trees of which are all either oak or other kinds of hardwood, while the soil is*

admirable. The banks on both sides of the river are not less charming, the trees, which are very high, standing out distinctly and forming as fine groves as you could see in France.[13]

The islands between Kingston and Brockville were surrendered by the Mississauga Indians of Alnwick by Treaty No. 77, dated June 19, 1856. The first sale of units in the Thousand Island group was made on May 18, 1868. The earliest plans of survey in the custody of the Indian Affairs Branch are dated April 30, 1893, from surveys carried out by Unwin and McNaughton in 1874, and Beatty in 1892. Descriptions of the islands now forming the national park are based mainly on plans of survey dated January 23, 1912.

For nearly 40 years after their proclamation as national parks, the federally-owned islands in the St. Lawrence River provided summer visitors with opportunities for picnicking, bathing, and camping. The original wharves were gradually replaced as they became obsolete and some of the early pavilions gave way to more functional kitchen shelters. Annual attendance based on estimates provided by the islands' caretakers rarely exceeded 15,000 up to the year 1948. General supervision of the islands and their part-time caretakers was undertaken by officers of the National Parks Branch at Ottawa, who functioned as acting superintendents.

St. Lawrence Islands Bridge

A significant event in the history of the St. Lawrence Island Parks was the opening on August 18, 1938, of the Thousand Islands International Bridge near Ivy Lea. Dedication addresses were delivered by the Prime Minister of Canada, the Honourable W.L. Mackenzie King, and the President of the United States, Franklin D. Roosevelt. The company responsible for the erection and maintenance of the bridge had been incorporated in 1934, and subsequently obtained permission by federal order in council to erect piers supporting the bridge on Georgina and Constance Park Islands.[14] A rental agreement, effective April 1, 1938, authorized the use of park lands for the lifetime of the bridge.

The new bridge was located to function as a connecting link between Collins Landing in the State of New York and Ivy Lea, Ontario. On the Canadian side, access was provided by a new provincial highway originally designated Number 401, and now designated Number 28, which followed the St. Lawrence River from a point west of Brockville to Gananoque. The right-of-way crossed the national park area at Mallorytown Landing and its construction at this point was facilitated by an exchange of lands between Canada and the province in 1939 which had the effect of extending the park waterfront area.

Superintendent Appointed

A growing automobile traffic along the scenic highway soon was reflected in an increase in visitors, especially at Mallorytown Landing. In 1949, a labour foreman was appointed to supervise maintenance of the park's island units in the vicinity. In August, 1952, the Superintendent of Georgian Bay and Point Pelee National Park, J.C. Browne, was also placed in charge of the St. Lawrence Islands Parks with the title of Superintendent. Subsequent inspections of the park revealed that the prevailing practice of employing part-time caretakers on the islands was unsatisfactory and in 1954 the park was placed under the immediate supervision of a resident park warden with headquarters at Mallorytown Landing. The new post was filled by Frank Jervis, an experienced park warden from Prince Albert National Park.

In 1953, an area of about one hectare of farm land bordering the park north of provincial highway 401 had been purchased to facilitate the extension of camping and picnicking amenities. This area provided a site for a combination residence and office erected in 1954 for the new warden. The following year, a stores and workshop building was added to the park establishment. The park warden now functioned as a local superintendent and with the aid of a seasonal staff initiated a program of development and expansion required to meet the increasing use of the island parks. With the aid of new patrol boats and a large steel scow, regular refuse collections on the park islands were instituted, many new wharves and kitchen shelters were constructed, change-houses for bathers were provided on islands having suitable natural attractions, and picnic sites were enlarged and improved by the provision of outdoor stoves, tables and benches. The repair and maintenance of park boats was facilitated by the construction in 1960 of a large three-bay boathouse at Mallorytown Landing. On January 1, 1968, the title of Chief Park Warden was changed to that of Park Superintendent.

Broder Park Withdrawn

The establishment of the St. Lawrence Seaway Authority in 1951 by the Parliament of Canada and reciprocal legislation by the Congress of the United States in 1954 led to the development of an International Deep Waterway with remarkable changes in the geography of the St. Lawrence River Valley. Canadian national park units in the upper section of the river were not affected, but Broder Island, the most easterly park unit, was destined for serious defacement. As early as 1940, it had been known that the island, located in the International Rapids section of the proposed waterway, would be wholly or partially submerged in any international power development scheme. An examination of the island carried out by officers of the National Parks Service determined what improvements could be salvaged and in March, 1955, legislation providing for the withdrawal of the island from the national parks system was prepared. This was accomplished by an amendment to the National Parks Act. Considerable portable equipment was removed for use elsewhere, but improvements having replacement value of more than $20,000 had to be abandoned. An unsuccessful effort was made to obtain another island in exchange. In 1957, the Hydro-Electric Power Commission of Ontario offered to return what was left of Broder Island after some land-fill and landscaping had been undertaken. As the island had been bisected by the new ship channel and all natural vegetation removed, the offer was rejected. Eventually, a cash settlement was obtained from the Commission, and title to Broder Island, required by the International Rapids Power Development Act, was transferred by order in council in 1959.[15]

Additional Land Required

The loss of this island, coupled with an ever-increasing use of existing park islands, confirmed the need for additional land acquisition for park purposes along the river between Brockville and Kingston. In 1956, an opportunity to purchase a parcel of farm land comprising 34 ha north of provincial highway 401 at Mallorytown Landing was presented. Title to the property was obtained in 1957, and made possible the extension of the headquarters area. Its acquisition also removed the threat of undesirable commercial development in the immediate vicinity of the park. Additional property at Mallorytown was purchased in 1958 in the form of two cottage lots facing the river front which had been excepted from the original grant by the Mallory family in 1904. A remaining lot was acquired in 1970.

Although land purchases at Mallorytown Landing had provided additional space for mainland developments, the existing island parks which offered picnic and camping amenities were suffering from over-use. This situation resulted from an amazing increase in private boating activity which strained the capacity of docks and mooring areas and put a premium on space in areas favoured by visitors. By 1960, actual counts by park employees disclosed that up to 500 boats were using park docks each week. Unfair practices of private boat owners in monopolizing available dock space embarrassed the captains of commercial tour boats from nearby towns and cities. Some improvement in the situation was effected by the adoption of regulations which restricted periods of tie-up to 48 hours. Offshore mooring in congested areas was facilitated by the installation of additional mooring buoys, and tour boats were accommodated by the reservation of designated sections of park docks for that class of boat.

The purchase of suitable island property presented difficulties as almost all large islands other than those reserved for park or other public purposes had been sold years before. Consequently, islands of acceptable standard and in suitable locations could be acquired only on the open market at prices determined by negotiation after appraisal. An exception was a group of 82 islets and rocks scattered throughout the island system which represented the balance of the ungranted Indian lands held in trust by Indian Affairs administration. While of no great scenic or recreational value, many of these islands were located near or in the vicinity of park islands and their purchase in 1965 removed any possibility of their sale and development under private ownership to the detriment of the national park.

Islands are Purchased

In 1966, an area of 85 ha in the central part of Grenadier Island was purchased. Additional parcels on the same island, totalling some 50.6 ha, later were acquired in 1968, 1969 and 1970. A small group of adjacent islands including Squaw, Car, and Shoe was bought in 1967. These additions permitted the development of plans of a visitor centre on Grenadier Island, which will provide opportunities for bathing, picnicking, and camping. Other notable island areas acquired for park purposes between 1967 and 1970 included three large islands accessible from Gananoque. They included Thwartway or Leek Island containing 36 ha; Mulcaster Island containing 5 ha; and the major part of McDonald Island containing 14 ha. The purchase of Milton or Pitcairn Island east of Kingston Harbour in 1960 established a new western outpost in the chain of island parks.

An ever-increasing demand for recreational amenities associated with picnicking, camping and boating activity led the National and Historic Parks Branch in 1966 to make a reconnaissance survey of the current and future potentialities of the park. From the studies undertaken, a provisional master plan was prepared for the orderly development of the St. Lawrence Islands Parks. The plan provided for the use of the mainland area as a highway visitor services centre, and the development of intensive use areas on Grenadier Island and on another large island to be acquired. The plan also contemplated the development of nature and hiking trails on large islands together with facilities for docking, picnicking and bathing. Other islands would remain in an undeveloped state to reinforce the natural environment. The development of a visitor centre on Grenadier Island has since been undertaken, and further implementation of development plans will be possible as additional island parks are acquired.

Endnotes

1. Order in Council P.C. 1904-1725, 20 Sept., 1904.
2. National Parks Branch File St. L. 2 (documents).
3. Order in Council P.C. 1905-1927, 3 Nov., 1905.
4. National Parks Branch File St. L. 2, vol. I.
5. Order in Council P.C. 1914-3081, 10 Dec., 1914.
6. Statutes of Canada, 9-10 George V, Chapter 17, 6 June, 1919.
7. Order in Council P.C. 1919-2428, 3 Dec., 1919.
8. Order in Council P.C. 1924-122, 25 Jan., 1924.
9. Order in Council P.C. 1924-1194, 11 July, 1924.
10. *Encyclopedia Canadiana*, vol. 10, p. 77.
11. J.A. Haddock, *The Picturesque St. Lawrence River* (Albany, N.Y.: Weed-Parsons Publishing Company, 1896).
12. *Encyclopedia Canadiana*, vol. 10, p. 76.
13. W.D. LeSueur, *Count Frontenac* (Makers of Canada) (Toronto: Morang and Company, 1906).
14. Order in Council P.C. 1936-937, 20 April, 1936.
15. Order in Council P.C. 1959-356, 25 March, 1959.

Point Pelee National Park

Pointing southerly like a long finger into the western end of Lake Erie, Point Pelee contains one of Canada's smallest but most unusual national parks. It takes the form of a huge inverted triangle, ten kilometres long and five kilometres wide at its base. Its sides are formed by broad beaches built up by wind and wave action, which terminate at their extremities in a slender spit that changes its position and form as currents and winds dictate. The southern portion of the park supports, by reason of its geographical position and climate, trees, plants and bird life normally found in more southerly latitudes. The northern portion of the park is principally marshland containing large ponds, which provides food and shelter for waterfowl, muskrat and numerous other aquatic species. Located on one of the main routes followed by birds during their spring and autumn migrations, the park offers unequalled opportunities for the

study and observation of birds. The unique natural attractions of the park have been made more accessible through the provision of man-made amenities and attract large concentrations of visitors during the summer months. The park boundaries enclose an area of about 15.5 km^2 or 1,554 ha. Of this area, fewer than 445 ha form dry land, the balance being made up of marshland interspersed by ponds.

Early History

Point Pelee owes its name to the French word 'pelée', meaning bare, presumably from the long treeless spit that forms its tip.[1] It was known from the earliest days of exploration, and the portage across the beaches through the intervening ponds was frequently used in early navigation on Lake Erie. A bronze tablet, mounted on a stone cairn, was erected at the western end of the portage in 1927 by the National Parks Branch to commemorate events in Canadian history associated with Point Pelee.[2] In the course of their notable explorations of 1669-1670, the Sulpician priests Fathers Dollier and Galinée encamped on the east beach in April, 1670. Here, an overnight storm carried off part of their luggage. During the Pontiac conspiracy or war, a detachment of Royal Americans and Queens Rangers under Lieutenant Abraham Cuyler suffered severe losses during a surprise attack by Wyandot Indians on May 28, 1873. In the war of 1812-1814, a British expedition under General Isaac Brock landed on the Point on August 12, 1812, four days before the capture of Detroit and General Hull's army. The tablet also commemorates the Battle of Pelee Island fought on March 3, 1838, during the Upper Canada Rebellion.

Naval Reserve Established

The southerly two-thirds of Point Pelee was set aside as the Point Pelee Naval Reserve during the first half of the 19th century — one of several established on the Great Lakes. It is doubtful if the point ever functioned in naval operations, for on December 2, 1871, the reserve was transferred by the British Admiralty to Canada. Four years later, it was deemed to be no longer required for naval purposes, and on March 28, 1875, the reserve was placed in custody of the Department of the Interior for administration as Ordnance and Admiralty Lands.[3] Its earliest human occupation was probably by Chippewa Indians, who subsisted mainly by hunting and fishing. They also grew crops of Indian corn on small clearings. In 1842, the band numbered about 250, but by 1856 the Indian population had shrunk to less than 60. Members of the band had a tendency to roam and many moved in 1847 to Walpole Island in Lake St. Clair.[4]

First Legal Survey

The early occupation of the point was shared by white squatters, mostly fishermen, the first of whom arrived about 1830. Although an inspecting officer of the Department of the Interior reported in 1881 that the land had no agricultural value, the squatters grew vegetables and planted small orchards. A condition of the transfer of the naval reserve to Canada in 1871 stipulated that, in the administration of the public lands, the rights of the squatters were to be protected. By 1881, the presence of a small settlement, and the unauthorized cutting of trees on the point by the squatters, became a matter of concern to the Department of the Interior. That year, Peter Conover of Leamington was appointed caretaker of the reserve, and steps were taken to provide the squatters with a title to their holdings.[5] A survey of the reserve was carried out on the instructions of the Surveyor General by Alex. Baird, P.L.S., in 1882.

Unfortunately, details of the plan of survey were insufficient to permit the preparation of land grants and a second survey of the squatters' holdings was carried out in 1889 by George McPhillips, D.L.S. His plan formed the basis for all subsequent surveys in the Naval Reserve. After the claims of the squatters had been investigated and substantiated, titles were granted in 1892 and 1893 to the occupants of 20 individual parcels or lots. The squatters obtained in effect a free title, for the only charge made was a share of the cost of the survey, which amounted to $1.70 per acre (0.4047 ha).[6]

Gun Club Lease

After it assumed control of the Naval Reserve, the Department of the Interior proved to be an indulgent custodian, as it sanctioned systematic exploitation of the natural resources. The Lords Commissioners of the Admiralty had consented in 1873 to the issue of a licence of land in the reserve "for the preservation of game". Action on the Admiralty's consent was deferred until May, 1884, when tenders were called for the right to lease 1,291 ha of the reserve, excluding the squatters' holdings. The successful applicants comprised a group of sportsmen from Leamington and St. Catharines. They incorporated as the "South Essex Gun Club" and were granted a lease for a term of 21 years from April 6, 1885, at a yearly rental of $400.[7] The exclusive use of most of the Naval Reserve for "the preservation and purposes of game only" did not meet with the approval of the permanent residents, who, by petition, claimed interference with their rights. Their objections, however, were over-ruled, and the lease remained in force until 1902, when it was cancelled for non-payment of rent.[8]

Natural Resources Exploited

Destruction of the abundant stands of red cedar or juniper on the Naval Reserve was threatened in 1893, when a resident of Leamington, Everett Wigle, obtained the right to cut and remove for fence posts all cedar on the reserve having a butt of 127 mm or more in diameter. This operation, authorized by order in council, was sanctioned on the presumption that removal of the larger trees would result in their replacement by thousands of smaller ones.[9] Although provision was made for a clean-up of brush, and the retention of sufficient larger trees to form an effective wind-break on the point, strong protests were registered with the Department. These came not only from residents and members of the gun club, but also from officers of the merchant marine sailing Lake Erie. By March, 1894, when the concession was cancelled, Mr. Wigle had been able to harvest 11,400 fence posts and a large number of logs from overage or decaying black walnut trees.

Although unrestricted use of the lands in the reserve, exclusive of the squatters' grants, was not authorized by the Admiralty until 1911, additional concessions had been granted by the Interior Department. During the term of the gun club's lease, applications for the right to

carry on natural gas and petroleum exploration had been refused. On the termination of the club's privileges in 1902, a lease permitting drilling was authorized. Although the lessee held this right for three years, no drilling was carried on. Four separate leases for the removal of sand from the reserve were issued between 1910 and 1913.[10] One lease, covering 16.5 ha at the end of the point, was cancelled in 1915, when the land was transferred by request to the Canadian Naval Service, for the purposes of a life-saving station. The other leases remained in force until the national park was established in 1918.

Scientific Studies

Before the end of the century, the unusual opportunities for the study of bird and plant life began to attract the attention of naturalists. Among these were W.E. Saunders of London, Ontario, and P.A. Taverner of Ottawa, both well known ornithologists. Conservation groups also became interested in preserving the habitat of waterfowl. In its annual report for 1915, the Commission of Conservation at Ottawa published a report by Taverner, recommending the creation of a national park at Point Pelee.[11] A zoologist on the staff of the National Museum of Canada, Taverner had carried on observations in the Naval Reserve since 1905. His report also described the variety of fauna and flora found there.

> *Point Pelee is the most southerly point of the Dominion, biologically as well as geographically, and thus we find a fauna intruding from the south that occurs in no other part of Canada in so marked a manner. Such trees and plants as the paw-paw, prickly pear, sassafras, sycamore, black walnut, hackberry, wahoo, red mulberry and other strictly southern forms thrive there. Birds like the cardinal, Carolina wren, yellow-breasted chat, blue-grey gnat-catcher, and golden-winged warbler are common residents or regular migrants . . . . Point Pelee is a place of unusual and peculiar beauty, resembling strongly in many particulars the landscape of the Bermuda Islands.*

The paper also called attention to the serious erosion of the point which Taverner believed to be the result of offshore removal of sand by dredges for use in the United States. In the period between 1905 and 1913, Taverner had seen the point recede in length by almost 800 m. Operations in 1913 alone, he stated, had accounted for sufficient sand to cover six hectares to a depth of 61 cm.

National Park Endorsed

The Government of Canada had established an interdepartmental Advisory Board on Wildlife Protection in December, 1916. The Board included representatives of the Commission of Conservation, the Department of Indian Affairs, the National Museum of Canada and the National Parks Branch of the Department of the Interior. A fifth member of the Board, Dr. C. Gordon Hewitt, Dominion Entomologist of the Department of Agriculture, served as secretary. Resolutions submitted to the government by several groups interested in the preservation of Point Pelee as a wildlife sanctuary were referred to the new board. Included were those from the Essex County Wild Life Protective Association, the Essex County Game Protective Association, and the Canadian Society for the Protection of Birds.

Dr. Hewitt undertook an inspection of the Naval Reserve and interviewed a number of the residents. Later he had discussions with executives of the Essex County protective associations among whom were Forest Conover, a son of the first caretaker of the Naval Reserve, and Jack Miner, who had successfully developed a private migratory bird sanctuary at Kingsville, Ontario. The results of these consultations were then reviewed with the Commissioner of National Parks, J.B. Harkin, and with Dr. R.M. Anderson and P.A. Taverner of the National Museum of Canada. On May 30, 1917, the Advisory Board forwarded a strongly-worded resolution to the Deputy Minister of the Interior, recommending that the Naval Reserve be created a national park. The submission received sympathetic consideration, and the proposal was approved by the Minister of the Interior, Dr. W.J. Roche.[12]

The co-operation of the Province of Ontario was then sought in the enactment of provincial regulations that would effectively control shooting on privately-owned lands, should the proposed park materialize. This co-operation was obtained, together with agreement that the cancellation of permits authorizing underwater sand removal was desirable. By the spring of 1918, a decision had been reached that all unalienated land in the Naval Reserve should be included in the proposed Point Pelee park, and its establishment was confirmed by order in council on May 29, 1918.[13] In deference to sportsmen who for years had hunted waterfowl in the marshes of Point Pelee, the order in council provided for the shooting of wild duck under permit from the Commissioner of National Parks, during a season to be decided by the Governor in Council.

Administrator Appointed

Following the establishment of the park steps were taken to protect its natural features and install facilities that would promote its public use and enjoyment. An honorary superintendent, Forest Conover, was appointed, a park warden was engaged, and a general clean-up of the park undertaken. Suitable areas for camping and picknicking were designated, wells drilled, and outdoor stoves, tables and benches made available. Later developments included the erection of pavilions and shelters, and a change-house for bathers. The main road into the park was improved, a rustic arch erected at the entrance, and efforts made to control erosion of the beaches. As the park's attractions became better known, visitor use increased and, by 1925, the annual attendance was estimated to be 50,000.

Unfortunately, much of the best land in the park was privately owned, for 30 years earlier, 212 ha had been Crown-granted to the squatters. As visitor use of the park increased, property-owners began to sell portions of their land, and many of the original lots were subdivided for cottage sites. Eventually, privately-owned property in the park was owned by several hundred persons, many of them residents of the United States.

Real Estate Promotion

One of the most ambitious real estate developments in the park got under way in 1921. The Point Pelee Company Limited, backed by promoters from Detroit, Michigan, purchased 69 ha in the southern part of the park from J.W. Post, an original grantee who had acquired other holdings. The company wished to include in its development about eight hectares of park land along the eastern shore. On the understanding that the company would carry out certain works beneficial to the park, and would permit extension of the park regulations to its property, the Minister of the Interior entered into an agreement with the company.[14] The terms of the agreement provided for an exchange of lands, the development of a landscaped park area, and the posting of a performance bond by the company. The initial subdivision consisting of 351 lots was widely advertised, but the company experienced financial difficulties and was unable to carry out the terms of its agreement with the Department. Later the company defaulted in its mortgage commitments to the vendor, and the land reverted to Mr. Post. In 1937, the park superintendent reported that the property might be purchased from the estate of Mr. Post. After negotiation with the executors, and an appraisal of the land, the Department obtained title to 69 ha for $45,000. Fortunately, the developers had sold only three lots in the subdivision. Two of these lots were acquired by the Department at a tax sale, and the third by expropriation.

This purchase not only extended the public land in the park but provided an area of great ecological value. It incorporated a portion of the point that had remained quite primitive and undeveloped, sustaining examples of the trees, shrubs, vines, plants and mosses which contributed to the unique character of the park.

Roads Taken Over

In 1938, the National Parks Branch instituted an entrance fee on vehicles entering the park. Roads within the park, however, in accordance with subdivision law, were vested in the Township of Mersea, and considerable discretion was exercised in collecting fees from permanent residents. The existence of road allowances on the subdivision plan of the recently acquired Post property led to discussion with township officials, which in turn led to the transfer of all roads and road allowances within the park to the Crown. In January, 1929, the Township Council, by resolution, indicated its willingness to surrender its rights to all road allowances, provided the rights of residents were recognized. Legal difficulties in the proposed transfer were solved, with the approval of Township officials, by the expropriation of all roads and road allowances shown on the Plan of Squatters' Holdings of 1889, and the plan of the Point Pelee Company's subdivision. The order in council authorizing the expropriation was approved on September 21, 1939, and made provision for the free use of the park roads by all vehicles owned by permanent residents of the park, their families, servants, agents and assigns.[15]

Encroachments on Land

After the park was established, officers responsible for its administration found that, in addition to developments which had occurred on the privately-owned lands granted in the 1890's, encroachments had been made without authority at various points along the park beaches. Most of these were fishery establishments incorporating boathouses, ice-houses, stables, dwelling and tar vats, which presented untidy and unsightly intrusions on the landscape. In full knowledge that the claims of the original squatters had been satisfied following the McPhillips survey of 1889, the Commissioner of National Parks in 1919 offered to the fishermen leases covering the areas occupied by buildings. The offers were ignored or refused and, although agents of the Minister of Justice were appointed in 1921 and 1922 to negotiate agreements, efforts to have leases accepted were ineffectual. A final effort made by the Commissioner in 1934 to enforce a settlement ended when advice was received from the Deputy Minister that "the matter might be allowed to remain in abeyance at the present time".[16]

Eventually, a number of the more unsightly or objectionable buildings were removed or disappeared, and in 1941 the owner of one fishery accepted a permit of occupation. Similar documents were issued by the Park Superintendent in 1943 and 1950 for the two fishery sites remaining. In 1950, all three fishermen were requested to obtain licences required by the National Parks Business Regulations and, in 1951, to accept licences of occupation in lieu of permits. Two operators complied, but the third, William Krause, refused. This fisherman claimed property rights by prescription, on grounds that the land he occupied had been used continuously by predecessors and himself for more than 60 years.

Crown's Title Confirmed

After all attempts to negotiate a lease had failed, the Attorney General of Canada in 1953 instituted action in the Supreme Court of Ontario to establish the right of the Crown to the lands in the park occupied by the Krause fishery. The action was heard at Windsor, Ontario, in December, 1954, and judgment was given in 1955 in favour of the defendant. The decision was reversed in the Court of Appeal in 1956 by unanimous opinion of the presiding judges, and the Crown's right to the foreshore of the park was established for all time. On payment of all arrears of rental and licence fees, Krause was granted a licence of occupation for his fishery site and he continued operations for several years. By 1970, all licences authorizing occupation of sites in the park for fishery operations had been surrendered or had expired.

Park Development

For many years after its establishment, Point Pelee was a "poor relation" in the national park family. Appropriations voted for its administration were small and, although they had assistance from a park warden, early superintendents held office in an honorary capacity only. In 1937, R.J. Grant, who had been both honorary superintendent and labour foreman, was appointed superintendent on a permanent basis, and the warden position was dropped. Also in 1937, the first administration building was erected at the northern boundary. It combined a gateway and park offices. This structure functioned until 1961, when the superintendent and staff moved into a new building sited a short distance south of the boundary. New entrance lanes were laid out and traffic controlled from kiosks. The original work compound was developed from a group of buildings erected in

1932 during unemployment relief operations. Some of these were replaced in 1954 by a new warehouse and stores building. In 1951, J.C. Browne was appointed superintendent and his duties were expanded to include supervision of Georgian Bay Islands and St. Lawrence Islands National Parks. A park warden position was re-established and filled by C.E. Doak. A warden's residence was built in 1954 and following the appointment of Chief Warden McCarron as Park Superintendent in 1957 the building became the superintendent's residence. Other members of the staff were accommodated in dwellings located on properties acquired for park use.

Most of the park buildings constructed since 1954 have taken the form of campground and picnic shelters, bathhouses, and public service buildings equipped with washrooms and toilet facilities. They have been located principally at the south end of the park on both the east and west beaches, and at strategic points served by the main park roads. A modern refreshment booth erected in 1959 at the southeast beach supplanted earlier structures situated in less advantageous locations. It was leased to a concessionnaire by tender.

Park Planning

The acquisition of private property in 1938 led officers of the National Parks Branch to undertake studies which it was hoped would facilitate planning for a better use of available park lands. In May, 1939, a team of scientists which included Dr. H.F. Lewis, Dr. H.A. Senn, and W.E.D. Halliday investigated administrative problems generated by an increasing patronage of the park. Their report recommended the reservation of areas as nature sanctuaries accessible by walking trail only; the employment of a nature guide; improved measures for control of beach erosion; the consolidation of camping areas; the rehabilitation of areas suffering from over use; and the provision of adequate car-parking.[17]

The outbreak of war in 1939 and reductions in park appropriations postponed many desirable improvements, but some of the team's recommendations were implemented. A portion of the former Post property was fenced as a nature preserve, indiscriminate camping along the park highway was curtailed, and designated areas were opened for use by campers and picnickers. Post-war developments in the park were instituted in 1948, when the main road was paved. Earlier measures taken in 1937 and 1938 to control beach erosion were reinstituted in 1949, and continued for several years. Much of the work undertaken involved the installation of large concrete crosses designed to build up sand deposits along the beaches during heavy wave action.

For some years after the purchase of the Post property in 1938, opportunities for acquiring privately-owned land in the park were negligible. By 1954, however, the number of visitors to the park was exceeding half a million, placing demands on usable space which could not be met. A study of administrative problems undertaken that year by the Chief Engineer of the National Parks Branch, G.L. Scott, and Dr. D.A. Munro, of the Canadian Wildlife Service, led to the recommendation that all remaining privately-owned land in the park be acquired.[18] In 1956, an intensive program of land acquisition got under way with the purchase of 80 lots in a registered subdivision. Another substantial purchase of free-hold land in 1957 was approved by the Treasury Board of Canada on condition that a special study would be devoted to the acquisition of all alienated land in the park.

Land Acquisition Program

Later that year, an inspection and appraisal of the private land holdings in the park was undertaken for the National Parks Branch by officers of the Central Mortgage and Housing Corporation. It disclosed the existence of approximately 255 individual holdings having an estimated value of $1,500,000. In 1959, Treasury Board approval was obtained for the proposed land acquisition program, phased over a 10-year period, with individual consideration to be given by the Board to each transaction.

In years following, excellent progress was made in recapturing title to land within the park boundaries. Notable acquisitions included those involving the Tilden garden properties in 1960 and 1970 and the Point Pelee Orchard lands in 1966. These transactions accounted for 63.5 ha. An impetus to land sales was provided by an announcement made in 1967, at a public presentation of a proposed development plan for Point Pelee National Park, that its implementation was contingent on the acquisition of all remaining privately-owned land in the park. By the end of 1970, agreements for sale had yet to be reached with fewer than 80 property owners.

Additional Conservation Measures

By 1952, park administrators realized that open camping was destroying the forest cover and prohibiting regeneration of shrubs, plants, and trees. Steps were taken to consolidate camping in a special area, and development of a suitable site was commenced. A new serviced campground was opened on May 1, 1955, making available to campers modern kitchen shelters, toilet buildings with laundry facilities, a water supply and a large number of outdoor stoves. Picnic areas, complemented by suitable service buildings and parking areas, also were developed at the southern end of the park and along the northwest beach.

Additional studies undertaken between 1942 and 1954 had stressed the need for a nature trail and the employment of nature guides. A start on a nature interpretation program was made in 1954 when a woodland trail through the nature reserve was located by Dr. G.M. Stirrett of the Canadian Wildlife Service. Development of the trail was completed in 1956, with plants, trees, shrubs and vines along the route identified by labels. Ready observation of the interesting wildlife in the park marsh was assured following the construction of a board walk for a distance of about one kilometre into the marsh in 1963. An elevated platform built at the end of the walk permitted views of the entire marsh. The inception of an Education and Interpretation Division of the National Parks Branch in 1959 and the appointment of Dr. Stirrett as chief park naturalist was followed by the development of a detailed interpretation program at Point Pelee.

In 1960, an attendant was engaged for the nature trail. A seasonal park naturalist was appointed in 1961, and a full-time naturalist was engaged in 1965. The success of the nature program pointed out the need for a Nature Centre which would combine the functions of a natural history museum, lecture hall and headquarters for the

naturalist service. By 1965, the construction of a suitable building was under way and it was formally opened on August 19, 1966, by the Minister of Northern Affairs and National Development, the Honourable Arthur Laing. It contained a theatre, library, and information centre, and permitted the display of exhibits calling attention to the unusual flora and fauna of the park.

Park Planning Progress

Progress made in the purchase of alienated land within the park, and the impairment of the landscape by an ever-increasing number of visitors, called attention to the need for additional studies related to future park development. Following the end of World War II, visitor attendance at Point Pelee Park increased rapidly. From annual visits of 200,000 in 1950, attendance by 1955 had reached 600,000. In the years following, the annual increase was slower until a peak of 745,500 was recorded in 1959. In 1960, it was evident that, if the natural values of the park were to be protected for future generations, both visitor control and planning for the future should be instituted.

In 1962, the Planning Division of the National Parks Branch produced an interim development plan. Its contents reflected the belief that the nature and extent of public use of the park, and the developments required, should be so planned that they would not encroach upon or be in conflict with the requirements for protection and preservation of the native flora and fauna in its natural state. Through appropriate zoning of park land, it was proposed to make provision for recreation, camping, bathing, picnicking, and for the reservation of certain areas as nature preserves.

In 1964, a firm of consulting landscape architects, Sasaki, Strong and Associates of Toronto, was engaged to develop a working plan for future land use. The consultants' report was completed in 1966 and presented at a public hearing held in the park in November, 1967. Its recommendations included relocation and extension of camping areas, reorientation of recreational and picnic areas, extensive relocation of the park road system, and the banning of public motor vehicle traffic in the southern part of the park.

Acceptance of some of the consultant's recommendations, especially those related to new road patterns and the relocation of major public use areas, would have necessitated substantial clearing of valuable wooded areas. Objections raised by park officers, the local advisory council and others led to modification of the proposals and the preparation by the Planning Division of a revised provisional master plan for the park.

The three main functions of the new development plan which received formal approval in April, 1972, were the conservation of natural resources, park and nature interpretation, and the provision of day use recreation. Realization of these objectives would entail radical changes in park land use. Involved were the eventual elimination of overnight family camping in the park, a greater emphasis on the development of day use facilities, and a gradual reduction, by phases, of motor vehicle use in the park. The new concept in the park's administration was forecast in February, 1971, by the Park Superintendent in a press release which received a wide circulation.

Implementation of the new development plan actually began in 1971. In May of that year, a very substantial increase in the fees for an annual park motor licence and for one-day admission to the park was instituted.[19] Motor traffic on the park highway southerly from the Nature Centre to the southerly loop was prohibited for the period May 1 to September 30, and an alternative form of transportation was provided free to visitors. This took the form of trackless tractor trains operated on a schedule during the summer visitor season. Plans call for further curtailment in the use of private vehicles, extensions in the routes covered by the tractor train transportation, and eventual relocation of vehicle parking to a site outside the park's north boundary.

Sites available for family camping in the park were reduced in 1971 from 152 to 55, and the campground was closed to use at the end of the visitor season. Provision for the accommodation of youth and other groups desiring limited camping facilities has been continued.

A change in the operation of refreshment concessions was made in 1971, when mobile food canteens were licensed. Their operation was facilitated by the construction, at various day-use recreational areas, of concrete pads from which the canteens are permitted to conduct business. The operation of a permanent refreshment stand at the East Point Beach was discontinued at the close of the 1971 season, when the term of the operator's licence of occupation expired.

Opportunities for healthful outdoor recreation were enhanced by the granting of a concession for the rental of bicycles and of row-boats for use in the park marsh.

Expansion of the park interpretation program is expected, and nature trails will be utilized to provide pedestrian access to areas of interpretive interest. The observation of the unique marine life in the park marshes has been facilitated by the construction of a floating extension to the previously existing marsh boardwalk. Public amenities at the main park beaches are being improved, and a new bath-house or change-house was opened at Black Willow Beach on the west side of the park in 1972.

Duck-hunting Permitted

A long-standing anomaly in the administration of the park remained unsettled in 1973. The legislation which established the park in 1918 also made provision for duck-hunting during a season to be fixed by the Governor in Council. Despite recommendations from park administrators and protests from numerous organizations devoted to the conservation of wildlife, this controversial activity within the park has not been abolished. The duck-hunting sportsmen of southwestern Ontario, represented largely by the Green Head Duck Club, have, over the years, maintained a forceful lobby against curtailment of their hunting privileges. Although legal officers of the Crown have offered the opinion that duck-hunting within the park can be terminated by an order of the Governor in Council, successive ministers of the Department have not yet decided to initiate such action.

Endnotes

1. Geographic Board of Canada, 18th Report (Ottawa: King's Printer, 1924).
2. National Parks Branch File H.S. 6-11-9.
3. Order in Council P.C. 1975-264, 25 March, 1975.

4. Report of a Commission Appointed in 1856 to Investigate Indian Affairs in Canada (Toronto: Queen's Printer, 1858).
5. Department of the Interior (Ordnance Lands) File 1694, vol. I.
6. Ibid., vol. III.
7. Order in Council P.C. 1885-2340, 6 April, 1885.
8. Department of the Interior (Ordnance Lands) File 1694, vol. II. (Order in Council P.C. 1902-4164, 31 Oct., 1902).
9. Order in Council P.C. 1893-3055, 29 Nov., 1893.
10. Department of the Interior (Ordnance Lands) File 2235.
11. Commission of Conservation, "Annual Report", 1915, appendix III.
12. National Parks Branch File P.2., vol. I.
13. Order in Council P.C. 1918-1264, 29 May, 1918.
14. National Parks Branch File P.16-6, June 1, 1923.
15. Order in Council P.C. 1939-2795, 21 Sept., 1939.
16. Memorandum, January 6, 1934; National Parks Branch File P.16, vol. 4.
17. Canadian Wildlife Service, Report no. 895, 1939.
18. Canadian Wildlife Service, Report no. 149, April 29, 1955.
19. Order in Council P.C. 1971-940, May 18, 1971.

Georgian Bay Islands National Park

Since the early days of the Twentieth Century, the Georgian Bay region of Ontario has formed an outstanding holiday resort. Its cool blue waters, jutting capes, and an unbelievable variety of picturesque islands have combined to attract increasing numbers of cottagers, campers, boating enthusiasts, sport fishermen and artists. Along its northeastern and northern shores, Nature was lavish in the provision of islands, which form an archipelago believed to contain at least 30,000 units. Like many other parts of Canada, the waterfront areas of Georgian Bay, including the islands, have passed largely to private ownership. Through commendable foresight, however, a small segment of this vacation wonderland was preserved for public use as a national park. In December, 1929, title to Beausoleil Island, containing 1,097 ha, and 29 other islands opposite the Townships of Freeman, Baxter and Gibson was acquired by the Department of the Interior for the establishment of Georgian Bay Islands National Park. The following year, Flowerpot Island, situated in the mouth of Georgian Bay off the head of Bruce Peninsula, was added to the new park.

Indian Occupation

The park lies within the region of Ontario known as Huronia, once the home of the Huron Indian nation, which was practically obliterated by the ruthless attacks of invading Iroquois. Years later, the former Huron territory including the islands in Georgian Bay was occupied by the Ojibwa or Chippewa Indians. Eventually, the march of settlement, and an influx of white settlers, resulted in the withdrawal of the native population, as the Indian lands were successively surrendered under treaty. The islands forming the park were among those surrendered by the Chippewa chiefs in January, 1856, to be held in trust by the Department of Indian Affairs.

Explorers and Missionaries

Etienne Brulé, a youthful protégé of Samuel de Champlain, was the first European to reach Georgian Bay. In 1610, at Champlain's request, Brulé accompanied an Algonquin chief and a party of Indians from the St. Lawrence River to Huron territory, where he spent the following winter and learned the Huron language.[1] In 1615, Champlain, accompanied by Brulé, retraced the latter's route of 1610 up the Ottawa, Mattawa, and French Rivers to Georgian Bay. Here in Huronia, Champlain carried out extensive exploration, and was persuaded to join the Hurons in an invasion of Iroquois country south of Lake Ontario, which ended in disastrous retreat. Champlain spent the winter of 1615-16 in the Indian village of Cahiague near the present site of Orillia, and visited a number of Indian villages including those of the Tobacco or Petun Nation to the west.[2]

Missionary work among the Indians of Huronia began in 1615. Following his arrival at Quebec with Champlain that year, Father Joseph Le Caron of the Récollet Order preceded Champlain up the Ottawa River route, and celebrated his first mass at the Indian village of Carhagouha in August.[3] Father Le Caron left for France the following year, but returned in 1623 accompanied by two associates. The Récollets, however, found the field of endeavour beyond the competence of the order, and the Jesuits were invited to assist. Father Jean de Brébeuf, a Jesuit, entered the Huron country in 1626. His work was interrupted by the fall of Quebec to the English under Kirke in 1629. Following the restoration of Quebec to France in 1632, Brébeuf returned to Huronia in 1634, and with the assistance of other priests built several mission stations including Ossossané, St. Joseph and St. Ignace.[4] Brébeuf was succeeded in 1638 by Father Jérôme Lalemant as Superior of the Huron mission, and in 1639 Sainte-Marie on the Wye River was established as the central residence of the mission.

Iroquois Invasions

Meanwhile, conflict between the Hurons and the Iroquois had intensified. The Iroquois trade with the Dutch had been impaired by the decline of fur-bearing animals in their territory. The Hurons controlled superior fur-trading routes, and became middlemen, gathering furs from distant points and transporting them to French settlements on the St. Lawrence. Raids by the Iroquois into Huron territory and the ambush of fur-laden flotillas on the Ottawa and St. Lawrence were followed in the late 1630's by an all-out war of extermination. In July, 1648, the Iroquois swept into St. Joseph II, the most southerly of the Jesuit missions. Father Daniel was murdered, the village destroyed, and several hundred prisoners were taken away for torture. In March, 1649, St. Ignace on the Sturgeon River and St. Louis to the west were overwhelmed. Father Brébeuf and his assistant, Gabriel Lalemant, were tortured to death at St. Ignace. In the face of the Iroquois attack, the Hurons fled the vicinity, many of them to St. Joseph Island. In June, Father Paul Ragueneau evacuated Ste. Marie, after setting it on fire. At the urgent request of the Hurons, he led the remaining clergy to St. Joseph, now known as Christian Island, where a new and well fortified Ste. Marie II was constructed. The winter following was one of disease and starvation and by spring half the natives had died. On

June 10, 1650, the survivors of the Huron mission, consisting of about 60 Frenchmen and 300 Indians, left for Quebec, carrying with them the bones of the martyred Brébeuf and Lalemant.[5]

Archaeological Research

A period of nearly 150 years ensued before a positive interest in locating the sites of the early missionary endeavours was evident. The Society of Jesus (Jesuits) gradually stimulated interest in archaeological investigation, involving officers of the federal and Ontario governments and the University of Western Ontario. The sites of Ste. Marie I, St. Louis and St. Ignace II were definitely established. A restoration of Ste. Marie I on the Wye River east of Midland, Ontario, has been completed by the Government of Ontario, under the direction of an outstanding Canadian archaeologist, Dr. Wilfrid Jury of the University of Western Ontario. The Martyrs' Shrine, a large stone church built in 1926 overlooking the site of Ste. Marie I, commemorates the brave souls who, more than 300 years earlier, gave their lives for the Christian faith.

Beausoleil, the largest island in the national park, was believed by local historians to have formed a temporary refuge for Hurons fleeing from the Iroquois attacks of 1648 and 1649. The remains of stone construction, located west of the YMCA camp near the centre of the island and known as "The Chimneys", attracted attention in the early 1920's. The ruins appeared to be the foundations of fireplaces and chimneys equally spaced and built of flat stones without mortar. A.C. Osborne of Penetanguishene, Ontario, referred to them in 1921 as follows:

> *At one time there were three well-defined stone foundations with partially demolished chimneys situated in line on a natural terrace about three feet in height. An instrument for moulding wafers for communion service was found there which I think was taken to England, also a double cross which was presented to the late Father Labourou.*[6]

However, much of the stone later disappeared, having been removed by campers on the island for the construction of fireplaces and other purposes. The remains of excavations nearby, which are known locally as the "treasure pits", reflect the activities of treasure hunters, but no records remain of any valuable discoveries.

Beausoleil Island Settled

A more acceptable explanation of the existence of the "chimneys" is that they were the remains of a much later occupation by the Chippewa Indians of Lakes Huron and Simcoe. These nomadic Indians, who had sporadically occupied various lands along Georgian Bay, were settled in 1830 by Sir John Colborne on an area of 3,966 ha between Coldwater and Lake Simcoe. This tract was surrendered in 1836 by treaty, and two of the three bands were resettled in 1838 in the Township of Rama and on Snake Island in Lake Simcoe. The third band from the Coldwater area, under Chief John Aissance, eventually moved to Beausoleil Island.[7] In 1841, the Indian office at Toronto arranged for the construction of six houses and two barns on the island for the use of the band.[8] The report of a commission appointed in 1856 to investigate Indian affairs in Canada disclosed that the band, then consisting of 232 Chippewas, had moved to the island in 1842. In 1857, the settlement contained 20 houses and a school house. The soil on Beausoleil Island was found to be unproductive, and by 1849 the Indians were contemplating a move to the Christian Islands to the west. However, it was not until 1856, when Beausoleil and other islands in Georgian Bay were surrendered by treaty, that the move was possible. Meanwhile, the Beausoleil band had established a reputation for industry. The report of the Commission disclosed that in 1857 the harvest had included 1,200 bushels of corn and 1,000 bushels of potatoes, in addition to 5,000 pounds of maple sugar and 150 barrels of cured fish.[9] Much of the produce, however, had been grown on islands other than Beausoleil, including those comprising the Christian group.

By 1857, the Beausoleil settlement was on decline. As the Commissioners reported, "The village is gradually falling into decay and the band having surrendered this island, contemplate removing to the Christian Islands which have been reserved for their permanent occupation, and which are estimated to contain 10,000 acres".[10] The final move was probably made about 1858. A few Chippewas probably remained on Beausoleil Island as squatters, for in 1929, when the park was established, three Indian families were in residence. They were resettled on the mainland by the Department of Indian Affairs. Evidence of this early settlement remains in the form of a well preserved Indian cemetery west of park headquarters, and the site of another burial ground and a church near the "chimneys".

Indian Legends

Indian legends concerning the islands forming the park have been passed down through generations. One of the most interesting concerned Kitchi-Kiwana, a Great Wendigo or Rockman who lies buried on Giant's Tomb Island. According to the legend, Kitchi-Kiwana was a giant three kilometres in height, the last of a race of giants to survive internal wars in the region of Hudson Bay. Alone, Kitchi-Kiwana stepped overland to Lake Huron where, for amusement, he tossed boulders around. These are still visible along the north shore of Georgian Bay. One day, while walking with a mountain in his arms, he slipped and fell. The mountain shattered into pieces which are now visible as the 30,000 islands of Georgian Bay. Kitchi-Kiwana slept each night on Beausoleil Island and even today the marks of his shoulders are visible. Eventually, Kitchi-Kiwana became ill and could not reach his favourite island. He lay down on the most accessible one and died. The Indians of the region were unable to move him so they covered his remains with rocks and sand. Thus the island became the Giant's Tomb. The high flat rock on the island is said to cover his head and the flickering of the northern lights on the horizon presage a visit of his spirit to the island, for the great Manitou is lighting the fires to guide the spirit on its way.[11]

National Park Advocated

The establishment of a park in Georgian Bay stemmed from a recommendation received in 1920 by the

Commissioner of National Parks, J.B. Harkin, from Dr. C.B. Orr, Director of the Provincial Museum of Toronto. Dr. Orr, who had been engaged in archaeological work at Penetanguishene Bay, called attention to the attractions of Beausoleil Island, the largest island remaining unsold by the trustees of the former Indian lands, which he believed warranted reservation as a park.[12] Consultation with the Department of Indian Affairs revealed that although about 61 ha of the island had been leased for the purposes of a summer camp its acquisition for national park purposes was possible. Support for the creation of a park was given by Senator W.H. Bennett of Midland. In a letter to the Minister of the Interior, the Honourable Charles Stewart, Senator Bennett expressed great interest in the proposal which he believed not only would result in recreational benefits to the community, but also would stimulate the tourist industry of the region.

An examination of Beausoleil Island was undertaken in August, 1921, for the National Parks Branch by Brigadier-General E.A. Cruikshank, then chairman of the Historic Sites and Monuments Board of Canada. General Cruikshank's report confirmed the suitability of the island for the purposes of a national park. The possibility of expanding the proposed park by the inclusion of additional islands was then explored. On request, the Superintendent General of Indian Affairs furnished the Commissioner of Parks with a list of islands and portions of islands located south of Moose Deer Point which remained unsold. A review of the list, which incorporated descriptions of each unit and their estimated value, disclosed that, of 75 islands available, about 28 met national park requirements. By January, 1923, Commissioner Harkin was in a position to recommend the purchase of Beausoleil Island at a cost of $25,000 and the reservation of the smaller islands for further examination.

In a submission to the Minister, the Commissioner recalled a somewhat parallel situation which had existed about twenty years earlier, when the timely acquisition of a group of large islands in the Thousand Islands section of the St. Lawrence River had made possible the establishment of a national park. The wisdom of that step, Mr. Harkin asserted, was confirmed in the knowledge that all the large islands and every foot of the St. Lawrence River mainland were now privately owned.

Island Park Established

The proposed purchase of Beausoleil Island received Departmental approval on January 10, 1923, and the necessary reservations were confirmed with the Indian Affairs Department. By October, 1924, a favourable decision had been reached by national parks officers on the 28 additional islands desired for inclusion in the proposed park, and approval for their purchase was obtained from the Minister. The transfer of title, however, was to be deferred for several years. Although the funds required to complete the transaction were included annually in National Parks estimates, they were systematically deleted. Finally, in August, 1928, the Department of Indian Affairs informed the Commissioner of Parks that several applications for the purchase of land on Beausoleil Island had been received, and it would be necessary to exercise the existing option or the lands would be disposed of for the benefit of the Indians. This advice had the desired result and, during the 1929 session of Parliament, the required appropriation was voted. The purchase of the Beausoleil and 28 additional islands and their transfer to the Department of the Interior for parks purposes were authorized by order in council on December 3, 1929.[13] Later, on December 28, 1929, a proclamation in *The Canada Gazette* established the islands as the "Georgian Bay Islands National Park".

Park Development

Beausoleil, the largest and most attractive island in the park, was selected as the site for the local administrative headquarters. Known to the early Hurons as "Schiondekiaria", it was later named Prince William Henry on a British Admiralty chart. The current name, "Beausoleil", was derived from an early resident of that name who arrived at Beausoleil Point, the island's southern extremity, from Drummond Island in 1819.[14] Initial development was commenced in 1931 following the appointment of a park warden, George Lynn. Limited appropriations made available permitted the construction of a warden's residence, the clearing of several campsites along the shore of Beausoleil Island, and the construction of docks and wharves to facilitate boat landings. Between 1932 and 1934 the system of small campsites equipped with outdoor stoves, benches and tables was extended, sanitary features provided, and the development of a system of walking trails undertaken. In 1934, a change-house for bathers was erected at the beach in front of park headquarters. It was replaced in 1951. Until 1940, general supervision of the island was extended by officers of the National Parks Branch at Ottawa who made periodical inspections and provided direction to the park warden. In 1941, Mr. Lynn resigned and J.C. Browne of Ottawa was appointed officer in charge of the park. Later he was confirmed as Park Superintendent.

In 1951, J.C. Browne was appointed superintendent of all three national parks in Ontario, and during the summer season he resided on Beausoleil Island. On his retirement in 1957, the duties of superintendent of Georgian Bay Islands Park were assumed by the Superintendent of Point Pelee Park, who made regular inspections from there. From 1957 until 1968, the local administration of Beausoleil and other islands was supervised by a chief park warden. In 1968, J.A. Hodges became the first resident superintendent having exclusive supervision of Georgian Bay Islands National Park. He was succeeded in 1970 by E.B. Wilson. In November, 1972, Mr. Wilson was transferred to Jasper Park and D.G. Harris became park superintendent.

Post-war Activity

For the duration of World War II, little development was possible, but in 1950 increased appropriations permitted the extension of visitor amenities. During that year, 13 new campsites were brought into use, five permanent campsite shelters were erected, a new wharf was built at Toby's beach near park headquarters, and additional docks installed at new campsites. Regular patrols of the islands were facilitated by the purchase in 1950 of a new boat designed for rough water.

A notable improvement made during the winter of 1950-51 was the reconstruction of the main dock at Park Headquarters by the Department of Public Works. This was accomplished by driving steel sheet piling, nine

metres long, around the existing wharves, and removing the superstructure of the original installations. The entire area enclosed by piling was then filled with gravel and decked with planking, providing a dock area 61 m long and 23 m wide. In 1952 and 1953, a new gravel-filled approach to the dock was constructed by park forces, and suitably landscaped. The north side of the approach later was contained by a masonry wall. In 1953, the Hydro-electric Power Commission of Ontario extended its power line from the mainland to Beausoleil Island permitting the use of electricity in park workshops, headquarters buildings and in camp developments sponsored by private enterprise.

Park administrative quarters were contained in the warden station on Beausoleil Island until 1954, when an administration building was constructed near the headquarters dock. In 1955, the original warden's cabin was replaced by a modern dwelling and in 1959 a second residence for occupation by the park caretaker was built. Local administration was facilitated by the construction of a carpenter shop, store house and a combined bunkhouse and cookhouse in the headquarters area.

Campground Extension

Up to 1957, campers were accommodated in relatively small areas containing space for from five to 15 tents. A steadily increasing volume of visitors, particularly at Toby's Beach, emphasized the need for improved camping accommodation. A start was made in 1957 on the development of a semi-serviced campground at this location by the erection of a modern kitchen shelter. The following year a combination laundry and toilet building was added and, in 1959, four additional kitchen shelters and a second toilet building were erected. The construction of additional docks, the clearing of additional tent pads, and the development of an outdoor amphitheatre broadened the attractions of the new campground, now known as Cedar Spring, which accommodates 125 tents. By 1970, 20 outlying campgrounds, nearly all equipped with kitchen shelters, docks and other facilities, were located at strategic points on the island. Of these sites, one at Christian beach on the western shore and one at Beausoleil Point at the southern tip of the island were designated for group camping. Visitors requiring day-use accommodation were directed to a large picnic area near the Cedar Spring campground and to other picnic-grounds on the island.

Youth Camp Development

Following its inclusion in the national park, Beausoleil Island became a favoured site for youth camps sponsored by organizations such as boy scouts, YMCAs and churches. When title to the island was obtained in 1929, one of the best sites, situated immediately north of Tonch Point on the eastern shore, was under lease to the Midland, Ontario, YMCA for summer camp purposes. The lease expired June 1, 1929, but contained provision for renewal. Existing park policy then permitted occupation of park lands under permit for groups engaged in youth training activities, and continued occupation of the site was authorized. The Midland "Y" camp, known as "Kitchi-Kiwana", consisted of a central building used for administration and dining hall purposes and a number of tents in which campers were accommodated. With assistance from private benefactors, the camp buildings were greatly improved and extended. The most notable improvements were the replacement of the main building in 1948 by a large well-equipped structure, and the gradual phasing out of tent accommodation which was replaced by permanent cabins.

A second camp, accommodating senior members of the Cincinnati, Ohio, YMCA began operations in 1932 at Simmonds Beach near the site of the former Indian village. Accommodation was provided by tents and a large marquee until 1937, when the sponsors constructed a central building which served as an auditorium, dining hall and kitchen. By 1960, interest in the camp had waned, and a surrender of the site was accepted. The camp building was razed and the area formerly utilized was converted to a group camping site.

Several other organizations obtained permission to develop youth camps on Beausoleil Island. In 1938, the Lions Club of Toronto was granted a campsite on the west side of the island at Turtle Bay and erected a main building that year. Later, the camp was expanded by the erection of cabins, staff quarters and accessory buildings. In 1962 the camp administration was taken over by the Toronto Metropolitan YMCA. The Kitchener-Waterloo YMCA undertook development of a camp on Frying Pan Bay at the north end of the island in 1940, and the Navy League of Canada erected a well planned camp to accommodate sea scouts in 1942. After eight camping seasons, the sea scout operations were transferred to another site in the Georgian Bay region, and the licence of occupation covering the campsite was assigned in 1952 to the London YMCA and YWCA.

Camp Manitomono, developed by Calvary Baptist Church of Toronto, came into use in 1940. Its site at the northwest extremity of the island covered much of Cogawa Point east of Pirates Cove. In the 1930's, several boy scout troops were granted permits for tent camps at suitable sites but after one or two seasons the scouts transferred their activities to sites outside the park. In the early days of their development, these youth camps received considerable assistance from the park administration. Most of the docks and wharfs located on the waterfront of the campsites were installed by the park superintendent and maintained by him for some years thereafter. Later, the camp sponsors were requested to assume the obligations of maintaining all facilities on their leaseholds.

It is unlikely that additional campsites for exclusive use by groups or organizations will be sanctioned. The future of group camping in national parks was affected profoundly by the adoption of a national park policy in 1964. The new policy precludes the leasing of land and the construction of permanent buildings for group camps by private organizations. Instead, adopted policy requires group camping areas to be designed, developed and maintained by the National Parks administration and made available to suitable groups. In keeping with the new policy, all organizations occupying private campsites on Beausoleil Island were notified in 1967 that leases presently held would, on expiration, be renewed for a further term of five years. On expiration of such leases in 1975, occupation would then be permitted on a year-to-year basis, consistent with the requirements of the park

administration for suitable sites on which group camping amenities might be developed.

Representations made to the Department by the organizations operating youth camps on Beausoleil Island, coupled with the anticipated inability of the National Parks administration to provide by 1975 alternative facilities to those provided in the existing youth camps, led to a reappraisal of the program under which the operation of private camps would be discontinued. In May, 1972, the various organizations operating youth camps were notified that following the expiry of existing leases in 1975 the Department would be prepared to consider a further extension of 10 years in the lease term. Such an extension, it was believed, would permit the operators of camps to plan future activities with a reasonable measure of certainty and continuity.

Meanwhile, the campsite formerly occupied by the Kitchener-Waterloo YMCA was surrendered voluntarily following a fire which, in August, 1970, destroyed the main camp building. Another group, the Calvary-Baptist Church of Toronto, decided to relocate the site of its camp operation, and offered to sell its buildings, which could not be moved economically, to the Department. The offer was accepted and the transaction was completed in January, 1974. Later in April, 1974, the Department entered into an agreement with the church trustees whereby the camp buildings might be occupied during the months of July and August for the next five years.

Flowerpot Island

The inclusion of Flowerpot Island in a national park was first advocated in July, 1921, by Harry Tucker, a barrister of Owen Sound, Ontario. Mr. Tucker called attention to the remarkable features of the island which included a series of caves and the rock formations from which the island received its name. These take the form of large limestone pillars formed by the erosion of the adjacent cliffs on the southeastern shore. Growths of bushes and plants on the tops and in crevices of the columns have accentuated their resemblance to flowerpots.

A possibility that Flowerpot Island might have historic or prehistoric significance was drawn to the attention of the Historic Sites and Monuments Board of Canada in 1923. The Board offered no opinion pending further investigation. In February, 1924, the Department of Indian Affairs advised the Commissioner of National Parks that the sale of the island was under consideration. At that time, Beausoleil Island was under reservation for the purposes of a park, and the Indian Affairs Department evidently considered that the "flowerpots" on Flowerpot Island also were worthy of preservation in a park. The island was then reserved from sale, but definite steps to acquire title were withheld until 1929 when the Commissioner of Parks learned that the flowerpots were in danger of toppling if erosion from wave action was not controlled. An inspection of Flowerpot Island undertaken in August, 1930, by the Deputy Commissioner of Parks was followed by its acquisition. Authority for the purchase of the island as an extension to Georgian Bay Islands Park for $165 was obtained by order in council on December 6, 1930.[15] The transfer of title to the island, which contains an area of 202 ha, excluded 10 ha held as a lighthouse site by the Department of Transport. Little time was lost in preserving the flowerpots from further disintegration. A park engineer was assigned early in 1931 to supervise remedial work which would preserve the eroding stems of the pillars while retaining their existing contour and appearance. Cavities were filled with cement, fissures were grouted, and the bases of the flowerpots were built up so that water would be directed from seams in the rock. In 1933, additional preservation work was carried out when a large crack in the smaller flowerpot was filled with cement and a portion of the top covered with a concrete cap. The base of the taller pillar was reinforced with concrete and veneered with rock. Additional repairs to the larger flowerpot were necessary in 1956, when a fissure in the top was filled and capped with concrete.

The appointment of a non-resident caretaker in 1931 ensured patrols of the island and maintenance of visitor amenities which included a small campsite equipped with outdoor stoves. Approach to the island was normally made on the southeast side where a small harbour located within a reef provides good anchorage. In 1935, the channel into this harbour was deepened to permit easier access in periods of low water, and a landing dock was built. A small pavilion or shelter was erected near the dock in 1936 and trails on the island were opened up and additional improvements made to the entrance channel.

Caves Investigated

The existence of caves on Flowerpot Island which are located high on the cliffs of the northern and southeastern sides had been known for years. Trails to some of these caves were opened soon after the park was established. Concern for the safety of visitors prompted an examination of the caves in July, 1938. This was undertaken by Dr. J.F. Caley of the Geological Survey of Canada, and disclosed that seven caves on the island were sufficiently large for entry at elevations of from 10 to 30 m above the lake level.[16] The largest cave extended inward from the entrance for a distance of 61 m and was accessible by two openings separated by a rock pillar. It was determined that the caves were formed by ground water circulation and are very old. In only one cave was there any evidence of falling blocks of stone with fresh surfaces and consequently the caves were considered to be reasonably safe. Later, two caves in which fallen rock was observed were closed to public entry.

For many years before the park was established, Beausoleil Island was located on the passenger steamer route which followed the "inside" channel of Georgian Bay from Midland and Penetang to Parry Sound. The improvement of the early motor roads, and increased volume of automobile travel, however, resulted in a dwindling patronage for steamers, and regular stops at the headquarters wharf on Beausoleil Island terminated about 1950. One of the last of the old passenger steamers, the "Midland City", continued to call at Beausoleil Island on cruise trips until 1958, when its last stop was made. Cruise boat service supplied by smaller craft, however, results in regular calls at the park wharf.

The nearest mainland point for mail and supplies is Honey Harbour and the most direct approach for small boats from that point to the park headquarters is through Little Dog or Big Dog Channels which separate Beausoleil, Little Beausoleil, and Roberts Islands. Periods of low water, which recur regularly on the Great Lakes, make passage through these channels difficult.

Representations by local tourist associations and from the National Parks Branch have resulted in assistance from the federal Department of Public Works, which periodically has undertaken dredging and rock removal operations. These improvements date back to 1913, when Little Dog Channel was first dredged. The latest channel improvement work was undertaken in 1965.

By 1957, an increasing visitor use of Georgian Bay Islands National Park, and Beausoleil Island in particular, brought to attention the need for extensions to the park. As all large islands in the vicinity had long since passed to private ownership, the only source of additional land lay in the real estate market. In 1957, an offer to sell Quarry Island was received from the owner. This island, located a few kilometres southeast of Beausoleil Island and containing about 59 ha, possessed features worthy of its consideration as a park unit. The value placed on it by the owner, however, was considered excessive, and its purchase was declined. A number of small islands in the immediate vicinity of Beausoleil, some of them barely more than rocks, were acquired between 1958 and 1970. Their principal value, however, was mainly aesthetic, and lay in their preservation in a primitive state.

A reconnaissance of large islands in the general area of the park undertaken in 1966 revealed the potential for park use of Giant's Tomb Island, located a few kilometres west of Beausoleil Island. An examination of the island, containing about 566.5 ha, confirmed its suitability for the development of a recreational program including bathing, boating, hiking and camping. Negotiations were entered into with the owners of the largest undeveloped portion of the island, consisting of about 506 ha, and a firm price for an unencumbered title was obtained. However, because of budgetary considerations, statutory authority for its purchase is still under consideration.

During the period of more than 40 years since its establishment, Georgian Bay Islands Park has brought recreation and pleasure to many Canadians. It has also served to perpetuate as a public possession outstanding units of a scenic archipelago — one of the largest in North America. Development of the park for recreational use, however, has almost reached the point where further encroachment on the primitive landscape will impair its natural beauty and its ecology. Further expansion therefore appears possible only by the acquisition of additional lands either in the form of islands or as a mainland area. It is to be hoped that ways and means can be found to accomplish this most desirable end.

Endnotes

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Cape Breton Highlands National Park

The creation of Cape Breton Highlands National Park in 1936 reserved for the use of Canadians in perpetuity an exceptionally scenic region. The island of Cape Breton presents attractions that are unique in North America. Although separated from the mainland of Nova Scotia by the deep and narrow Strait of Canso, it is easily accessible from the mainland by causeway. The coastline, rugged and picturesque, is broken by bays and inlets which offer shelter for small sea-going craft. Rising abruptly from the water are rugged hills and mountains which sweep back, particularly in the north and west, to form a broad plateau. From the ocean may be seen panoramas of hillside, cliff, bay and valley; from the land, equally beautiful vistas of sandy cove, rocky cape and jagged tide-worn rocks, against the blue background of the Atlantic Ocean or the Gulf of St. Lawrence.

The National Park stretches across the northern part of Cape Breton Island from the Atlantic to the Gulf and contains an area of 950.5 km^2. Along its western shore, steep hills rise almost precipitately from the Gulf to a height of 427 m. The upper slopes are forested and to their rugged sides clings the Cabot Trail, a modern motor highway that encircles much of the park. The eastern shores are also rocky, but with numerous coves at the mouths of valleys that recede to the highland plateau forming the interior of the park. In the soft roll of hill and vale, the scenery is reminiscent of the highlands of Scotland. In the vicinity of the park, but outside its boundaries, are numerous little villages inhabited mainly by fishermen of highland Scottish, Irish and Acadian ancestry. For generations, these people have made a livelihood from fishing, supplemented by small agricultural operations carried on in the vicinity. These small settlements, some of which contain visitor accommodation, lend an unusual interest to the park.

National Park Promoted

The establishment of Cape Breton Highlands National Park rewarded the efforts of prominent citizens of Nova Scotia who, over a period of 22 years, had advocated the reservation of a suitable area in the province for park

purposes. The earliest representations, made in 1914, suggested the use of an area in the vicinity of the Bras d'Or Lakes. Later it was proposed that Fort Beauséjour near Amherst be made a national park. This objective was realized in 1926,[1] but the size and characteristics of this historic area in no way met the criteria of a representative national reservation. The first proposal that a national park be established on Cape Breton Island was made in 1928.[2] It was followed in 1930 by strong recommendations that Cape Blomidon, a prominent feature overlooking Minas Basin at the head of the Bay of Fundy, be considered as a future national park. By 1932, however, economic conditions had forced the Government of Canada to suspend, temporarily, action on proposals to establish new national parks in any of the provinces.

By January, 1934, a new movement directed to the creation of a national park in Nova Scotia had been generated by the Yarmouth Fish and Game Protective Association. This group, headed by Seymour Baker, received support from other conservation-minded organizations. Mr. Baker induced the Minister of the Interior to sponsor a series of talks on the advantages of national parks, which were given in several cities and large towns in Nova Scotia by an officer of the National Parks Service, J.C. Campbell. Additional support for the park cause was provided in April, 1934, when F.W. Baldwin, Member for Victoria, advocated, in the Provincial Legislature, the extension of Canada's park system to Nova Scotia.[3] The following month, Premier Angus Macdonald requested the Hon. T.G. Murphy, Minister of the Interior at Ottawa, to have an inspection made of areas in the province which might meet the requirements of a national park. After an exchange of letters in which the formalities leading to the creation of a park were explained by Mr. Murphy, Premier Macdonald on August 17, 1934, made a formal request for the examination of three sites in Nova Scotia, one at Cape Blomidon, one in Yarmouth County, and a third in northern Cape Breton Island.[4] The inspection was undertaken by R.W. Cautley, D.L.S., of Ottawa. He was accompanied by the Inspecting Engineer of the Nova Scotia Highways Department, H.F. Laurence. The inspection team carefully examined possibilities of all three areas, and Mr. Cautley's report strongly advocated the selection of a site in northern Cape Breton.[5]

In February, 1935, Premier Macdonald confirmed that the Government of Nova Scotia was prepared to grant to Canada, for park purposes, a clear title to lands which would be mutually satisfactory to both governments.[6] The province, in May of that year, enacted legislation authorizing the acquisition of lands not exceeding 1,036 km^2 in area.[7] By March, 1936, agreement had been reached between Premier Macdonald and the Hon. T.A. Crerar, now Minister of the Interior, that the choice of the Cape Breton site was mutually satisfactory. The Premier also agreed to the preparation of an agreement that would set out in detail the responsibilities of the two governments concerned in the establishment and operation of the proposed park. This agreement later was completed and signed.

Cape Breton Park Established

The transfer of title from Nova Scotia to Canada covering the lands agreed upon was made by deed on June 15, 1936, and the park was established by proclamation under authority of the Nova Scotia and Prince Edward Island National Parks Act.[8] This legislation had received assent in Ottawa on June 23, 1936. The new park was named "Cape Breton Highlands National Park" with the concurrence of Premier Macdonald. Not only was Cape Breton Highlands the first national park to be formed of land not previously owned or controlled by the Government of Canada, but it also was the first having an area of more than a few square kilometres to be established east of Manitoba.

The lands selected for park purposes were described in the enacting federal government legislation as comprising two parcels. The larger parcel, containing 1,186 km^2, exceeded the area imposed by provincial legislation. It included the northern portion of Inverness County extending northerly from an irregular line south of Cheticamp River to Cape St. Lawrence. The parcel also incorporated a substantial area in Victoria County between the Cabot Trail on the north and a line drawn westerly from North Ingonish on the south. The second parcel constituted a corridor 122 m in width enclosing 16 km of the Cabot Trail between its junction with the road to White Point and the westerly crossing of the North Aspy River. The area of this parcel was 199 ha.

Adjustment of Boundaries

The western portion of the park in the vicinity of Pleasant Bay contained a substantial settlement of small free-hold properties. In planning future development, park administrators began to question the wisdom of retaining in the park an area which might assume the proportions of a townsite on which excessive expenditures might have to be made. In turn, the province was learning, with dismay, the prospect of having to settle what it considered to be exorbitant claims for private lands included in the highway corridor. Examinations of the area west of Ingonish Bay by the acting park superintendent, James Smart, and the Controller of the National Parks Bureau, F.H.H. Williamson, led to a proposal that the Middlehead Peninsula, together with the watershed of Clyburn Brook, be acquired for inclusion in the park. Later, agreement was reached with the provincial government after discussion and correspondence that a revision of the park boundaries was desirable. This action involved the withdrawal from the park of nearly 192 km^2 of land in Inverness County north of the Cabot Trail, and six other parcels, including the corridor enclosing 16 km of the Cabot Trail. These reductions would be compensated for by the inclusion in the park of an area of 88 km^2 west of Ingonish Bay, including Middlehead, and lands near Neil Harbour and along the south boundary of the park. Surveys of the various parcels of land to be withdrawn from, or added to, the park were made by John Russell, D.L.S., and legislation giving effect to the withdrawals was authorized by the National Parks Amendment Act, 1937.[9] The Province of Nova Scotia then expropriated and transferred to Canada the lands obtained in the exchange. These additions were incorporated in the park by proclamation as provided for in the 1936 legislation. On completion of the boundary revisions, the area of the park was 1,010 km^2.

Further adjustments in the park boundaries were made some years later. In 1956, an area in the southwestern

section of the park south of Cheticamp River was withdrawn at the request of the province to facilitate mineral development.[10] Again, in 1958, land in the vicinity of Cheticamp Lake was withdrawn from the park to facilitate hydro-electric development sponsored by the Province of Nova Scotia.[11] These reductions left the park with an area of 950.5 km^2.

Early History

The early history of Cape Breton Island is clouded and inconclusive. Historical references to voyages by Norsemen along its shores in the 10th century have long existed. John Cabot, who discovered the mainland of North America in June, 1497, is believed by some historians to have made his landfall off the northeast coast of Cape Breton. His memory is perpetuated by the Cabot Trail, a spectacular highway that girdles the northern part of the island. The shores of Cape Breton were glimpsed by Verrazano in 1524, and by Jacques Cartier on the homeward leg of his voyage to North America in 1535-36. The fisheries of the nearby waters attracted English, French, Spanish and Portuguese with resulting early settlements at English Harbour, now known as Louisbourg; Ste. Ann's; St. Peter's; Baie D'Espagnol, now Sydney; and Niganis or Inganiche, presently known as Ingonish. An early attempt at settlement in 1629 by Lord Ochiltree of Scotland at Baleine on the eastern coast of Cape Breton was terminated the same year by a French naval squadron under Captain Daniel.[12] A French settlement existed at Inganiche in 1729.[13] The site of an early burying-ground was discovered there in 1938, during the construction of the national park golf course.

Following the Treaty of Utrecht in 1713, when Cape Breton was ceded by the English to France, the walled city and fortress of Louisbourg was constructed. Around this stronghold revolved a long struggle for supremacy in North America. Its final capture by the English in 1758 was followed by the capture of Quebec in 1759 and the end of French rule in Canada. Settlement of parts of the island by Acadians from Nova Scotia, notably at Cheticamp, about 1775, was followed by extensive Scottish immigration from 1791 to 1828. Descendants of these early pioneers still constitute a large proportion of the island's present population.

Park Development

The task of converting a sparsely-settled and primitive area to a condition which would encourage visitors was commenced in July, 1936. James Smart, who had been largely responsible for the development of Riding Mountain National Park in Manitoba, was appointed Acting Superintendent in June. He established a temporary administrative quarters at North Ingonish and engaged the nucleus of an administrative staff. A park warden service for the protection of forests and game was organized, and radio telephone communication installed at park headquarters and in the warden stations. Much of the early appropriations made available were devoted to the improvement of the Cabot Trail, the erection of administrative and maintenance buildings, and to provision of amenities which would facilitate visitor use of the new park.

In 1938, when the original boundaries of the park had been altered to include the Ingonish area, plans were made for a permanent park headquarters near Ingonish Beach. The park addition included not only the peninsula of Middlehead, which extended into Ingonish Bay for nearly two kilometres. It also embraced an area to the west, a small portion of which about 200 years earlier had formed part of the French settlement of Inganiche. Middlenead, prior to its acquisition by the Government of Nova Scotia for national park purposes, had been owned by the widow of H.C. Corson, a wealthy industrialist of Akron, Ohio. The Corsons had occupied property there since the end of the 19th century, and had developed their summer estate to include a livestock operation. In addition to a 17-room dwelling, the property also provided sites for a farmhouse, two barns, a carriage house, a six-room boathouse, and several minor structures. Their holdings included an ocean frontage containing one of the finest beaches in the vicinity and most of what is known as Freshwater Lake.

The site chosen for the Park Administration Building and a superintendent's residence overlooked the fresh-water lake, which was cut off from the Atlantic by a wide bar or "barrachois," built of boulders by the action of the sea. These buildings were completed in 1939. An information and registration building was erected a few metres to the south on the Cabot Trail. Faced with stone masonry, and topped by a thatched roof, it imparted a highland Scottish character to the eastern park entrance. Visitor amenities were not overlooked. A change-house for bathers was erected on a site overlooking Ingonish Beach, which stretches southerly for several hundred metres from Middlehead. Development of a sand beach on Freshwater Lake provided visitors with the unusual opportunity of both salt-water and fresh-water bathing, within a distance of 183 m. Adjacent to the beach, a large open area was converted to an athletic field complete with an oval track. Near the sports field, tennis courts were built and surrounded by a suitable fence. A parking area and a picnic ground rounded out the early development program in the vicinity.

The Cabot Trail

The Cabot Trail, named after John and Sebastian Cabot, was originally constructed by the Province of Nova Scotia. Commencing and ending at Baddeck on Bras D'Or Lake, it encircled the northern part of Cape Breton Island providing access to Pleasant Bay, Neil Harbour and the Ingonish settlements. Inspections of the route by park officers in 1934 had revealed that the road, completed in 1932, was below the standard of national park highways. Excessive grades, which reached 17 per cent in crossing French Mountain, gave timid motorists a bad time. A program of reconstruction was undertaken in 1936 and carried on for the next four years. The work entailed major revisions in the route at Cap Rouge, French Mountain and McKenzie Mountain on the western side of the park. The elimination of the tortuous climb over French Mountain in favour of a new route up the valley of Jumping Brook was a major achievement. The grade down McKenzie Mountain to Pleasant Bay also was modified, and a lookout established near the summit. Improvements to a three-kilometre stretch of road north of the park boundary at Ingonish Beach improved the entrance to the park. Revisions of the park boundary in 1938 left sections of the highway at Pleasant Bay and

near the settlement of Cape North outside the park, and their maintenance and improvement was undertaken by the Provincial Department of Highways.

Unfortunately, World War II commenced shortly after development of the new park got under way, and, after 1941, appropriations for new work were quite limited for several years. Funds, however, were provided to complete some important undertakings. Second only to the improvement of the Cabot Trail was the completion of the park golf course. It was designed and built under contract by Stanley Thompson, a leading Canadian landscape architect. Although Thompson started and ended the layout on Middlehead, a number of holes were constructed west of the highway up the picturesque valley of Clyburn Brook. Of Celtic origin, Thompson emphasized the highland character of the park by giving Scottish names to many of the 18 holes. As a temporary measure, a barn from the former Corson estate was relocated and renovated as a golf clubhouse. Incorporating dressing-rooms, a small lounge, and a pro-shop, it functioned for more than 30 years. Although the course was completed and opened for play in 1940, its formal opening was deferred until July 1, 1941. On this date, the park was "officially opened" by the Minister of Mines and Resources, the Honourable T.A. Crerar, with the assistance of the Honourable A.S. MacMillan, Premier of Nova Scotia. The ceremonies, held at Ingonish beach, were featured by highland games and dancing, a bagpipe contest, and the driving of a ball off the first tee of the golf course by Mr. Crerar.

Post-War Development

Development of the park was resumed in 1947. Administrative and park warden staff had been required to provide their own quarters or had occupied buildings acquired by the Department when the park was established. Staff residences in the vicinity of the park headquarters at Ingonish were built in 1947, 1949 and 1954. New warden stations were completed at North Ingonish and at Big Intervale in 1953, and at the Cheticamp entrance in 1959. A warehouse erected in 1942 formed the nucleus of a park industrial compound at Ingonish Beach, to which was added a garage and workshop in 1947. This complex was expanded later by a trades shop in 1952, an additional warehouse in 1956, a wardens' equipment building in 1963 and stores buildings in 1966. A maintenance compound was developed near the park entrance at Cheticamp in 1941 from a nucleus of buildings left on the site by a highway contractor. These structures were replaced by a new warehouse in 1953, a vehicle garage in 1957, and equipment and storage buildings in 1961. Requests for information from visitors at the Cheticamp or western park entrance led to the construction of a reception and information bureau adjacent to the Cabot Trail in 1954.

Auxiliary services essential to the public interest also received assistance from the park administration. A detachment building was built at Ingonish Beach in 1949 for the use of the Royal Canadian Mounted Police. In 1953, a site within the park near Neil Harbour was made available for the construction of a community hospital. Electric power requirements for park headquarters were first provided from a small generating plant put into operation in 1939. The following year, the Nova Scotia Power Commission installed a diesel-powered generating station in an area adjoining the park compound at Ingonish. The commission was permitted in 1950 to extend its power line through the park to serve communities near Dingwall, and later to Pleasant Bay. Power also was brought to Cheticamp campground in 1959 from Belle Marche. In 1960, the Nova Scotia Power Commission hooked up its lines in the eastern section of the park to the provincial power grid, permitting discontinuation of the power plant at Ingonisn Beach. The building, however, was retained for some years on a standby basis.

A water supply essential for park headquarters, the Ingonish Beach campground, and Keltic Lodge was obtained for several years from wells, the largest of which was located adjacent to the golf course. An increasing demand, including Keltic Lodge requirements, led to the development of a new source of supply from Cann and MacDougall Lakes, located about three kilometres northwest of park headquarters. A gravity system, supplemented by two large woodstave tanks, came into operation in 1948. Seasons of low precipitation greatly lessened the storage capacity of the lakes, and in 1964 an investigation was undertaken to locate a more satisfactory source of supply. Eventually Clyburn Brook was selected, and by 1969 a new water supply system had been developed at a cost of $400,000. This outlay was shared in part by the Government of Nova Scotia under an agreement which made provision for the water requirements of Keltic Lodge.

Highway Improvement

Post-war road and highway improvement was inaugurated in 1946 by the construction of a new approach road from the Cabot Trail to Keltic Lodge on Middlehead. The same year, access to Warren Lake west of North Ingonish, a popular picnic and fishing spot, was made possible by construction of a gravelled road. A major project was undertaken in 1948 involving reconstruction of 18 km of the Cabot Trail between North Ingonish and Neil Harbour. The new routes, located as closely to the ocean as feasible, provided motorists on its completion in 1949 with new vistas of the Atlantic and its picturesque coastline. The new route also made possible, in later years, the development of attractive picnic and campground areas at Black Brook Cove and Broad Cove. Completion of the highway program in 1951 resulted in a greatly improved Cabot Trail from Neil Harbour to Effies Brook, from Big Intervale over North Mountain to Pleasant Bay, and over a section in Jumping Brook Valley which was widened. The eastern leg of the highway from Ingonish to Effies Brook was paved in 1954 and 1955.

Further improvement to the Cabot Trail was commenced in 1956 under the National Park Trunk Highway Program. This phase of reconstruction involved a major diversion in the western section of the park, from a point near the head of Jumping Brook to Fishing Cove River, eliminating a winding stretch on the plateau of French Mountain. By 1961, the route from the western boundary at Cheticamp River through Pleasant Bay to Big Intervale had been rebuilt and hard-surfaced. The project was completed with the widening and repaving of portions of the highway from Effies Brook to Neil Harbour in 1962.

Visitor Accommodation

When the park was established, overnight accommodation was limited to a few small hotels and guest houses in the adjoining settlements. Efforts made by the National Parks Service and the Government of Nova Scotia to have a hotel erected by private enterprise in the Ingonish area were unsuccessful. Eventually, following discussions and correspondence, the Province of Nova Scotia agreed to develop accommodation on Middlehead peninsula, provided a lease of the site was granted by the federal Government, and an adequate fresh-water supply was provided. The offer was accepted, and development of what is now called Keltic Lodge was undertaken in 1940. The former Corson residence was remodelled to accommodate administrative quarters, a lounge, dining room and kitchen. Guests were accommodated in commodious four-room and eight-room bungalows, heated from a central system. The first units were opened to public use in July, 1940, and additional cabins were constructed in 1941 and subsequent years.

A growing patronage of the hotel prompted the province to demolish the old central building and replace it in 1952 with a modern three-storey building incorporating a large dining room, lounge, gift shop and 32 bedrooms. The hotel management added a large recreational building to its complex in 1948 for the use of guests, and in 1963 installed an outdoor swimming pool and cabana on the north side of the hotel. Accommodation was augmented in 1968 by a large motel building, designed for winter operation. A new building, combining a coffee shop and gift shop, was opened in 1970 and the space vacated by the former coffee shop in the hotel was remodelled to accommodate a cocktail lounge.

Cape Breton Highlands Park shared the experiment of the National Parks Service in providing low cost bungalow cabin accommodation in three of the Atlantic Region parks. In 1950, the first 10 units of a cabin development were constructed under contract. An additional 15 cabins, together with a central administration building containing a snack bar and small store, were added in 1951. The development was completed in 1952, with the erection of a small building providing refrigerated lockers for the use of guests. The entire development was leased to concessionnaires following a public call for tenders. Eventually, the buildings were sold to the operator, who was granted a lease covering the site which overlooks Freshwater Lake at Ingonish Beach. Gradually, additional accommodation was provided by private enterprise at Ingonish Beach, Ingonish Centre, North Ingonish and at Cheticamp. Much of this accommodation took the form of motels or cabins, supplemented in some cases by dining facilities and souvenir shops.

Campground Development

Like its companion parks in the Atlantic provinces, Cape Breton Highlands has shared in the phenomenal popularity and growth of camping. The park's four major campgrounds border the ocean, and this characteristic along with other maritime attractions have contributed to their popularity. The first campground was developed in 1939 at Ingonish Beach on the site of a camp utilized in the National Forestry Program. Its first buildings were a kitchen shelter and basic sanitary conveniences. During World War II, camping activity was at a low ebb, but a post-war patronage necessitated expansion. In 1948, a campground water system, connected with the park headquarters main, was installed. An extension to the campground was developed in 1951 and opened to visitors in 1952. New kitchen shelters were erected in 1953, 1957 and 1958, and combined toilet and laundry buildings constructed in 1952, 1958 and 1960. Expansion of the site necessitated an extension to the water system in 1957. Sewage disposal was improved in 1961 by the development of a sewage lagoon.

On the western side of the park, a small campground had been laid out near the mouth of Cheticamp River in 1941. A new kitchen shelter and two sanitary buildings were erected in 1951. By 1955, the need for a new campground had been established and a suitable area was surveyed that year. Site development was undertaken in 1956 and the following year three kitchen shelters and two combined laundry-toilet buildings were built. Nearby Robert Brook assured an ample supply of water. During the period from 1959 to 1966, several additional service buildings were erected, four large kitchen shelters added, a new checking station constructed, and electrical, water and sewage systems installed in the campground. This period also saw the development of a trailer section, to which 38 lots were added in 1966. An increasing use of the Cabot Trail influenced further expansion of the Cheticamp campground. Work on an extension, located west of the highway along Cheticamp River, was undertaken in 1968. It was designed to provide an additional 116 campsites. By September, 1970, all service buildings had been completed, a new access road from the Cabot Trail constructed and paved, and a pedestrian overpass installed. The new campground extension was opened to public use in 1971.

By 1958, officers of the National Parks Branch had recognized the need for more campground accommodation in the park. Statistics had revealed that campers' use of available space had risen more than 250 percent over that for 1956. Consequently, in December, 1958, an eight-hectare site at Broad Cove, about five kilometres northeast of North Ingonish was surveyed for campground purposes. Development was commenced in January, 1959, and by June, 1963, it was possible to open the first stage of the campground. Incorporating many improved features including electrical, water and sewage systems, the campground accommodated 17,556 campers in its first season of operation. Completion of a trailer park area in 1966 provided 34 serviced lots or sites. In 1967, 34 tent lots were added. Early in its history, this campground suffered severe damage during a storm which hit the area in December, 1963. Several buildings were damaged, and a great many trees, mostly spruce, were blown down.

Another major campground development was undertaken in 1963 at Black Brook on the Cabot Trail. In the vicinity, fronting on a delightful sandy beach, a small camping and picnic ground had gradually developed. The newly developed area, south of Black Brook, was opened for use on July 15, 1966, with more than 80 campsites available. The amenities provided included four combination kitchen and toilet buildings, water and sewage systems, and a small registration building or kiosk. More camping space was made available in July, 1968, when 105 individual sites were added. An extension to this

campground, on the west side of the Cabot Trail, was opened for use in 1969. The original site on the beach north of Black Brook was restricted to day use activity.

Additional campgrounds, developed on a less pretentious style, were opened for use at Corney Brook on the Gulf of St. Lawrence in 1951, at MacIntosh Brook in Grande Anse River Valley in 1957, and at Big Intervale in the Upper North Aspy River Valley in 1951. Day use areas, which provide automobile parking, picnic accommodation, playground equipment for children, and, at some points, facilities for bathing, also were developed at suitable points along the Cabot Trail.

The Lone Shieling

One of the most interesting picnic sites in the park along the Cabot Trail is the Lone Shieling, situated about six kilometres east of Pleasant Bay on the Cabot Trail. Here in the valley of the Grande Anse River, the National Parks Service in 1942 erected a replica of the type of shelter used by crofters on their shielings in the Scottish highlands while pasturing their livestock in the summer. The "shieling," or "bothan" as it is known, was constructed of heavy masonry with a thatched roof and an open hearth on the floor. Accommodation provided by the building was supplemented by tables, benches, washrooms and a water supply outside the structure.

In 1947, the Lone Shieling was formally opened at a ceremony attended by Premier Macdonald of Nova Scotia, and the hereditary chieftain of the Clan MacLeod from the Island of Skye, Scotland, Mrs. Flora MacLeod. She unveiled a tablet to the memory of Professor D.S. Macintosh, a native of Pleasant Bay, who had donated 40 ha of land to the Government of Nova Scotia for park purposes, with the expressed hope that it provide a site for a shieling. Part of the inscription on the tablet, taken from a poem ascribed to John Galt, reflects the origin of many of the early settlers of the Island of Cape Breton:

> *From the lone shieling of the misty island,*
> *Mountains divide us, and the waste of seas —*
> *Yet still the blood is strong, the heart is Highland,*
> *And we in dreams behold the Hebrides!*

Wildlife Repopulation

The area constituting the park at one time supported a substantial wildlife population including moose and woodland caribou. However, this important natural resource was dissipated by indiscriminate slaughter, and long before the park was established these species were extinct. An attempt to restore the moose population in the park was made in June, 1947, when eight head were transported by railway from Elk Island National Park, Alberta, to Cape Breton Island. They were released in the park in mid-August. In June of the year following, an additional 10 moose — five male and five female — were brought from the same source and transported from Bras D'Or Station to the park by truck for release in Roper's Brook Valley.

A second experiment in the restoration of wildlife was commenced in 1965. Range studies were undertaken in the park by a mammalogist of the Canadian Wildlife Service to select a site suitable for the reintroduction of woodland caribou. This species had not been seen in Cape Breton for 40 years. A suitable range was located and in March, 1938, 18 caribou were flown from Laurentides Provincial Park, Quebec, to Sydney, and transported from that point to the park for release. In March, 1969, the experiment was repeated, again with the co-operation of the Department of Tourism, Fish and Game of the Province of Quebec. A shipment of 40 caribou, captured 241 km northwest of Sept Îles, was flown to Sydney and later released in the park. Success attended both experiments, and, in the case of the caribou, several calves were born to adult animals the year following their arrival.

Winter Recreation

Although essentially a summer park, Cape Breton Highlands offers many attractions in the winter. The extension of highway maintenance programs during the winter seasons by the provincial and federal governments led to proposals by ski organizations that ski areas be opened to public use. In 1961, the National Parks Service sponsored a survey of potential ski areas in the park which was undertaken by Franz Baier, an expert on the engineering staff at Ottawa. An additional study, undertaken by a research company from Montreal in 1967, confirmed a site on South Mountain northwest of Neil Harbour as the most promising. A public call for tenders for the right to develop a lift and a day lodge in that area was issued in October, 1968, but no bids were received. The aspirations of skiers, however, were realized when a group of sportsmen, incorporated as Cape Smokey Development Corporation Limited, cleared a hill and built a chairlift on the northern slopes of Cape Smokey across the harbour from Ingonish Beach in 1970. The development included a large lodge building incorporating dressing-rooms, ski shop, cafeteria and dining lounge.

Future Extensions

A steadily increasing use of the park, together with studies related to its future development, had emphasized by the mid-1960's the need for additional lands suitable for the purposes of recreation. The popularity of the main bathing area at Ingonish Beach, which in some years is impaired by storms, led to the proposal that beach lands on North Ingonish Bay be acquired. By 1972, agreements had been reached with several property owners, and title to 17 ha of choice waterfront property had been obtained. Negotiations for other lands also were proceeding.

A provisional master plan for future development of the park was unveiled at a public hearing in Sydney, Nova Scotia, in June, 1970. The primary purpose of the hearing was to acquaint the public with the development proposals, and to solicit comment on their appropriateness. The plan called attention to the potential for national park purposes of an area of some 207 km^2 in Inverness County which was withdrawn from the park in 1938. The possibility of extending park boundaries to re-include this spectacular region remains a matter for consideration, as it would involve participation by both federal and provincial governments. It is planned to continue investigations in the area, following which future policy may be determined.

Endnotes

1. Order in Council P.C. 1926-901, June 10, 1926.

Cape Smokey from the Cabot Trail, Cape Breton Highlands National Park

Green Gables Golf Course, Prince Edward Island National Park

2. National Parks Branch File C.B.H. 2, vol. 1, June 27, 1931.
3. *Halifax Herald*, April 5, 1934.
4. National Parks Branch File C.B.H. 2, vol. 1.
5. R.W. Cautley, "Report of an Examination of Sites for a National Park in the Province of Nova Scotia", Dec., 1934, library of the Department of Indian Affairs and Northern Development, Ottawa.
6. National Parks Branch File C.B.H. 2, vol. 1, Feb., 14, 1935.
7. Statutes of Nova Scotia, 25-26 George V, chapter 11 (1935).
8. Statutes of Canada, 1 Edward VIII, chapter 43 (1936).
9. Statutes of Canada, 1 George VI, chapter 35 (1937).
10. Statutes of Canada, 4-5 Elizabeth II, chapter 31 (1956).
11. Statutes of Canada, 7 Elizabeth II, chapter 8 (1958).
12. J.G. Bourinot, *Cape Breton and its Memorials* (Montreal: W. Foster Brown, 1892).
13. Ibid.

Prince Edward Island National Park

The creation of Prince Edward Island National Park in 1937 provided an unusual yet interesting area for the use and benefit of Canadians. Comprising a coastline strip extending for nearly 40 km along the north shore of the island, it includes some of the finest salt-water beaches in Canada. Reddish in colour, and beaten smooth and broad by the surf, they permit bathing in water that is warmer than at many points along the Atlantic coast to the south. Landward from the beaches, sand dunes and red sandstone cliffs rise to considerable heights. Deep harbours or bays divide the park into three main sections, all of which front on the Gulf of St. Lawrence. In the Cavendish and Stanhope sections, the park extends southerly from the sea for some distance, affording examples of the pastoral landscape that has earned for the province the title of "Garden of the Gulf".

Public interest in the establishment of a national park in Prince Edward Island was first displayed in 1923, when the Member of Parliament for Queens, D.A. Mackinnon, wrote to the Commissioner of National Parks about the desirability of having a park established in his province. Although the proposal was received with sympathetic interest, a lack of funds in the National Parks Branch appropriation deferred any positive action. In 1930, the proposal was revived by the Honourable Justice A.E. Arsenault, President of the Provincial Publicity Association. He was supported by A.C. MacLean, Member for Prince. The Honourable Charles Stewart, Minister of the Interior, informed Mr. MacLean that "it is our hope that eventually there will be a national park in each province of the Dominion and there is no reason why Prince Edward Island should not be so favoured, provided the local authorities are prepared to transfer to the Dominion, unencumbered land for that purpose".[1]

During the next few years, negotiations leading to the establishment of national parks in both Nova Scotia and New Brunswick had taken form. This activity generated a new proposal for a park in Prince Edward Island. Premier Thane Campbell in February, 1936, advised the Honourable C.D. Howe, Minister of Transport, that his government had under consideration the steps necessary to have a national park established in the province during the coming year. Mr. Campbell requested that an item for the establishment of a park be included in the federal government estimates for the coming year.[2] Exchanges of letters between Premier Campbell and the Minister of the Interior, the Honourable T.A. Crerar, followed and, by the end of March, agreement was reached that funds would be included in the estimates of the Department of the Interior for the establishment of the park. Also confirmed were proposals that officers of the Department would make an inspection of potential park sites in the province, and, provided an area in the vicinity of Dalvay by the Sea was made available, the federal Government would pay for the improvements on the Dalvay property.[3] In turn, the legislative program of the province for 1936 included an act providing authority for the expropriation of land required for a national park. The federal Government co-operated by introducing in Parliament legislation which would permit the proclamation of a national park when title to a satisfactory area had been furnished by provincial authorities.

Inspection of Sites

By arrangement, an inspection team composed of the Deputy Commissioner of National Parks, F.H.H. Williamson, and the Chief of the National Parks Architectural and Landscaping Service, W.D. Cromarty, completed an inspection of more than 22 separate areas in June, 1936. The report of the inspection team, which was completed in July, stressed the desirability of including in the proposed park examples of the remarkable sea beaches for which Prince Edward Island was known. The report accordingly recommended the inclusion of nearly 40 km of coastline, extending from New London Bay on the west to Tracadie Bay on the east. The report also recommended the inclusion of lands in the Cavendish area surrounding the farmhouse known as Green Gables, associated with the novels of Lucy M. Montgomery; Rustico or Robinson's Island; a portion of Brackley Point; and an area in the vicinity of Tracadie which would incorporate the well known land-mark known as Dalvay by the Sea.[4] In making this recommendation, the inspectors were fully aware that features of the proposed park would be quite different from those of the larger scenic parks already established in Western Canada. It was emphasized that the outstanding characteristic of the proposed area lay in its magnificent beaches, and that, in planning the development of a seaside park, recreational aspects should have a predominant place.

Following consideration of the inspectors' report, the Government of Prince Edward Island, through the Executive Council, approved of the recommendations made with the exception of that relating to the inclusion of the area surrounding Dalvay by the Sea. National Parks officers, however, were most reluctant to have this area omitted from the park. At a hastily-called conference held in Charlottetown and attended by provincial representatives and a member of the National Parks Inspection Team, agreement was reached that a portion of the area selected in the Dalvay-Stanhope area, including that surrounding Dalvay House, would be retained.

Park Establishment

With the component sections of the park agreed upon, steps were taken to have a legal survey made of their proposed boundaries. This action was mandatory, in order that satisfactory descriptions would be available both for the acquisition of the necessary lands and transfer of title to the federal Government. The survey was made in November, 1936, by R.W. Cautley, D.L.S., of Ottawa. Plans of the survey were subsequently registered with the Registrar of Deeds at Charlottetown, and the Province of Prince Edward Island conveyed title to the areas agreed on under authority of the Lieutenant Governor in Council. The new park, containing about 20 km^2, was formally established by proclamation in *The Canada Gazette* on April 24, 1937, under the terms of the Nova Scotia and Prince Edward Island Parks Act, 1936.[5]

Much of the area selected for national park purposes was settled land and most of the property owners involved were direct descendants of the original settlers. Many objected to parting with portions of their farms and the province resorted to expropriation so that prompt transfer of the land to the federal Government could be made. Where buildings were located on lands acquired, the provincial government permitted the owners, with a few exceptions, to remove them. By today's standards, the compensation paid was low, but in 1937 land values were only a fraction of those prevailing three decades later. Most settlements were made on the basis of $50 per acre (0.4047 ha) for improved farm land and $6 for dune land.[6] The boundaries of the park were modified by the withdrawal in 1938, at the request of the province, of five small parcels of land. Several of these adjustments, authorized by the National Parks Amendment Act, 1938, were made to accommodate farmers who objected to moving farm buildings. The Act also confirmed the name of the park as the Prince Edward Island National Park, and reduced the area to 18 km^2.[7]

Early History

The history of Prince Edward Island goes back to the sixteenth century. On his first voyage in 1534, Jacques Cartier sailed along the north shores of the island and made a few landings by long boat. His journal for June 30 in that year records some of his impressions. "All this coast is low and flat, but the finest land one can see and full of beautiful trees and meadows ... the shore is low and skirted all along with sand-banks and the water is shallow".[8] The first known inhabitants of the island were the Micmac Indians who called it "Epagwit", meaning "resting on the waves".[9] This Indian name is also spelled "Abegweit". The island later was settled by emigrants from France, and later still by Acadians. Prior to the fall of Louisbourg in 1758, Île St. Jean, as it was known, had a population of more than 4,500. Most of the French inhabitants were deported during the two years following by the British, but a few Acadian families remained around Malpeque, Rustico and Rollo Bay. Ceded to Britain by France in 1763, the island was called St. John until 1799, when it was named Prince Edward Island after the Duke of Kent, father of Queen Victoria. In 1765, the entire island was surveyed by Captain Samuel Holland into counties and lots, and British emigration followed. Covehead was settled about 1770, and immigrants arrived later at New London, Stanhope and Rustico. Many of the names of features and places on the island appear on Holland's map. Rustico owes its name to an early French settler, Rene Ressicot, from Avranches, Normandy.[10] Cavendish was named by William Winter, an army officer and settler, after his commanding officer, Field Marshal Lord Frederick Cavendish. Brackley bears the name of an early resident who arrived there in 1770, and Stanhope commemorates William Stanhope, Viscount Petersham.[11]

From the early days of settlement, many residents of the province have gained a livelihood from agriculture and by fishing the abundant waters of the Gulf of St. Lawrence. Small fleets of fishing boats still operate from their home ports in the picturesque villages which lie within the bays and inlets. Occasionally, storms have taken their toll of the hardy fishermen, and the infamous "Yankee gale" of October 3-4, 1851, was long remembered. About 70 fishing vessels caught in the fury of the storm were lost in the Gulf. Many of the bodies of those drowned were washed ashore and buried in a small cemetery now situated within the park boundaries near Stanhope.

Shipwrecks along the coast also occurred. Notable was that of the famous *Marco Polo*, which foundered off Cape Cavendish in August, 1883. Built at Saint John, New Brunswick, in 1851 for the lumber trade, the *Marco Polo* was sold in England and converted there for passenger and freight service to Australia. On her first voyage to Melbourne and return, she set a new and incredible record of 76 days for each of the outward and homeward voyages. Her inglorious end came after 32 years of service when caught in an August storm while heavily laden with timber.[12]

First Developments

Development of the new park was commenced in 1937. A labour foreman was appointed, administration offices established in Dalvay House, and a limited program of works commenced. Exterior repairs were made to Dalvay House; a start made on a road from the eastern boundary of the park near Dalvay House along the coast toward Covehead Inlet; several kilometres of boundary fence were erected, and construction of bath or change-houses was commenced at Dalvay and Cavendish beaches. Supervision was extended by officers of the National Parks Bureau at Ottawa and a Departmental engineer. A permanent park superintendent, E.A. Smith, was appointed in 1938. A dwelling on the Dalvay House property originally occupied by a caretaker was renovated and designated as the superintendent's residence in 1939. A maintenance compound was established in the Dalvay section of park in 1939 with the erection of a combined work-shop, stores and garage building. Brackley Beach was made accessible from the park boundary by road. Primitive campgrounds, equipped with shelters, were developed at Dalvay, Brackley and Cavendish Beaches. Repairs also were made to the Green Gables farm house at Cavendish. Extensive landscaping was undertaken in areas where improvements had been made.

Development plans for the park included an 18-hole golf course in the Cavendish area. Stanley Thompson, a well-known landscape architect, designed and built the Green Gables course under contract. It extended from the dune land along the sea to the southern limits of the park.

Thompson made the most of the rolling land which was coursed by a meandering brook, and named many of the holes after features associated with or described in the novels of L.M. Montgomery. Consequently, the names of Anne Shirley, Matthew's Field, Haunted Wood, Shining Waters, and Avonlea have been perpetuated. The first nine holes were opened for play in July, 1939, and the second nine in August, 1940. Construction of a golf club-house, containing lounge, locker, shower and washrooms, was commenced in 1939 and completed in 1940. Tennis courts were constructed for public use at Dalvay House in 1940 and at Green Gables and Brackley Beach in 1949. A bowling green was installed on the lawn of Dalvay House in 1947.

Dalvay by the Sea

Dalvay by the Sea, or Dalvay House as it is generally known, was to become both an asset and a liability of the National Parks Service in years to come. It represented a splendid example of the large summer homes erected by opulent citizens in an era when land and building costs were relatively low and income taxes were non-existent. The site was acquired in 1895 and the original portion of the building was erected in 1896 by Alexander MacDonald of Cincinnati, a director of Standard Oil. MacDonald's investment followed a visit to the Tracadie area in 1895, where he was a guest at the long-vanished Acadian Hotel. An addition to the building, which contains the present drawing room, was made in 1909.

The MacDonald family occupied their summer home for about 15 years after its construction, and entertained on a large scale. Part of the property, containing about 65 ha, was cultivated, and accessory buildings included a farmhouse occupied by a caretaker, a barn, stable, bowling alley, poultry house and stores buildings. After MacDonald's death in 1910, family use of the property declined, and the annual visits ended in 1915 when a final one was made by one of the former owner's grandchildren, Princess Rosspigliosi of Italy, and her family.[13]

The property eventually was acquired by the former caretaker, William Hughes, who later sold it to William O'Brien of Montreal. In 1932, it was purchased by Captain Edward Dicks, who operated it for a few years as a summer hotel. Although Dicks developed a nine-hole golf course on the property, and spent a substantial sum on furniture and improvements, the operation proved unprofitable. The buildings and land were next sold to the Honourable George DeBlois, of Charlottetown, who owned property nearby. In 1937, the Government of Prince Edward Island acquired title to the buildings and surrounding property for inclusion in the national park. By prior agreement, the federal Government reimbursed the province for the actual cost of the main and accessory buildings in the amount of $15,000.[14]

Before title to Dalvay House was obtained, officers of the National Parks Service had hoped to interest the Canadian National Railways in operating it as a summer hotel. Negotiations were opened with the railway company early in 1937 through the Minister of Transport, but after a thorough inspection the general manager of the railway company's hotel system, Joseph Van Wyck, rejected the proposal. In his opinion, the building was too old and too small for profitable operation.[15] In 1940, the building, with the exception of space occupied by Park offices, was leased to the North Shore Hotels Company Limited, which also operated Stanhope Beach Inn. In 1947, the park superintendent and staff moved to offices created in his residence and Dalvay House was leased to Wendell Worth of Charlottetown. Worth operated the hotel from 1947 to the end of the 1958 season, and died early in 1959. Dalvay House was next leased in May, 1959, to Raoul Reymond of Charlottetown, following a public call for tenders. Reymond had acquired title to Stanhope Beach Inn in 1948, and brought to the operation a wide experience in the provision of visitor accommodation.

Over the years, Dalvay House has required a great deal of maintenance and improvement. Some repairs, especially kitchen and plumbing improvement, were undertaken by tenants, but much of the work has been the responsibility of the park superintendent. Improvements have included a new kitchen wing, extension of the main dining room, substantial plumbing and bathroom installations, reconstruction of verandahs and the porte cochère, replacement of roofs, and installation of a fire-deterrent sprinkler system. In addition, successive concessionnaires have made substantial expenditures on furnishings. Although the total outlay on maintenance and improvements has exceeded by many times the original cost, the preservation of the building has been considered desirable. It forms a landmark in the eastern portion of the park; it provides an interesting relic of Victorian architecture and opulence; and, most important, it makes available a valuable service to park visitors.

Green Gables

Long before it was incorporated in the national park, Green Gables had become a point of interest in the Cavendish area. The farmhouse, which is believed to have been erected about the mid-1850's, had a literary connection with the novels of Lucy Maud Montgomery, who, in 1911, married the Reverend Ewan MacDonald. Following the publication of "Anne of Green Gables" in 1908, the white farmhouse, trimmed in green, attracted an increasing number of visitors, many of whom assumed that the principal characters of Miss Montgomery's early books, Anne Shirley and her adopted parents, Marilla and Matthew Cuthbert, had actually existed and lived there.

When the property, then owned by E.C. Webb, was acquired for national park purposes in 1937, the province was compensated by the federal Government for the value of the buildings.[16] Mr. Webb was engaged as a park employee and permitted to occupy the dwelling on a rental basis. Green Gables was vacated by the Webb family in 1946 and remained empty until 1949. In that year, furnishings believed to be contemporary with those utilized around the turn of the century were purchased by the National Parks Service, with the assistance of the local Women's Institute. In 1950, the building was opened to the public in the charge of a hostess. This employee was granted the privilege of operating a tea-room in Green Gables, selling souvenirs, and serving refreshments in the adjoining golf club-house.

Originally these services were performed under contract, and later under the terms of a concession granted following a public call for tenders. By 1963, it had become obvious to the park administration that the continued

operation of Green Gables in the dual character of a concession and a period museum was undesirable, and that a more authentic interpretation of Green Gables and its relationship to the imaginary "Anne" was imperative.

Steps to effect this change were taken late in 1967 when substantial alterations and improvements were made to the golf club-house. The tea room and souvenir concession was transferred to that building in 1968. Improvements to Green Gables required to reflect a more accurate image of a late 19th century farmhouse in the tradition of the "Anne" stories, including the purchase of additional furnishings, are now under consideration. Meanwhile, the building has been open to visitors under the supervision of a guide service since 1968.

Inquiring visitors are informed that neither the fictional heroine Anne, nor her creator, Lucy Maud Montgomery, ever resided at Green Gables. Lucy Maud's mother, Mrs. Hugh Montgomery, died when her daughter was less than two years old, and the child lived for many years with her grandparents, Mr. and Mrs. Alexander MacNeill. Their home was located within a few hundred metres of Green Gables. Lucy Maud was a frequent visitor to the home of her older cousins, David and Margaret MacNeill, now known as Green Gables. As a child, she wandered at will over the farm, traversing paths in the adjoining woods and exploring its brook and ponds. Later in life, as Mrs. MacDonald, she frequently visited Green Gables as the guest of Mrs. Webb, a niece of David and Margaret MacNeill. Similarities in the topographical and physical features described in the "Anne" books with those of the Green Gables property give credence to the belief that the old farmhouse and its surroundings may have been envisioned by the author as the home of her story-book heroine.

Administration Building

Administration of the park was facilitated gradually by the erection of additional maintenance buildings and provision of staff accommodation. The original buildings at Dalvay were augmented in 1942 to accommodate staff and supplies. A new garage was completed in 1954 and extended in 1961. A central stores building was added to the work compound at Dalvay in 1961. Maintenance activity in the Cavendish area necessitated the construction of an equipment building in 1940. To this was added a combined workshop and store house in 1951. The first warden's residence was erected in 1947 on the Mayfield Road in the Cavendish area. It was supplemented by a modern structure in 1959. Staff housing was made available in the Dalvay area in 1947, 1959, 1960 and 1962.

A recreational hall built in 1950 at Cavendish Beach permitted the development of a recreational program undertaken on behalf of campers and visitors for several years. In 1965, the building was moved to a site in the vicinity of the new Cavendish campground for use by the park interpretation service. An innovation in 1950 was the erection of bandstands at Cavendish and Stanhope Beaches. Lack of use led to their conversion, a few years later, to refreshment stands for lease to concessionnaires. From 1947 until 1967, the building containing the park administration offices also functioned as the superintendent's residence. In 1967, the superintendent took up residence in Charlottetown, and the vacated space permitted expansion of administrative quarters.

The Gulf Shore Road

Early planning envisioned a highway extending throughout the length of the park, which would not only provide magnificent views of the Gulf but also link together the four western segments of the park. The Tracadie-Stanhope section from the eastern park entrance was the first to be undertaken. By the end of 1939, a gravel highway had been completed to a point east of Covehead Harbour. The following year this stretch was connected with Stanhope Beach. In 1950, the road was completed to Covehead Harbour Inlet and in 1951 the entire section was hard-surfaced. Construction on the longest stretch of the proposed Ocean View Highway, from North Rustico through Cavendish to New London Bay, was commenced in 1948. That year 12 km were graded and gravelled. Hard-surfacing was completed in 1952. A right-of-way which would link Rustico Island and Brackley Beach with the easterly or Stanhope section was surveyed in 1949. Completion of a road would first require bridging or other means of crossing the salt-water inlets at the eastern and western end of Brackley Point. A decision was reached to build a causeway over the Little Harbour Inlet between Rustico Island and Brackley Point and to bridge the inlet at Covehead Harbour. Construction of the causeway was undertaken by the federal Department of Public Works in 1953. By 1955, piling and other works installed had induced accretion of sand by wind and wave action which completely filled in the gap of Little Harbour, joining Rustico Island with Brackley Beach.

In 1955, a major trunk highway program in the National Parks of Canada was authorized. Appropriations were provided in 1956 and subsequent years to permit construction of what is now called the Gulf Shore Road. Existing sections of the Dalvay-Stanhope and the Rustico-Cavendish roads were seal-coated and a start made on the Brackley-Rustico Island section. During 1957, a pile trestle bridge over Covehead Harbour Inlet was completed and clearing of a right-of-way on Rustico Island was carried on. Work continued on sections of the road for the next three seasons, and by 1960 the Brackley-Rustico section had been completed and paved.

The Dalvay-Brackley section also was improved and hard-surfaced. The final paving of the Rustico-Cavendish section was finished in 1961. An unfortunate disruption of traffic occurred in December, 1963, when a storm which attained hurricane proportions damaged a section of the Covehead Inlet bridge. Reconstruction of the bridge was carried on throughout 1964 and it was re-opened for traffic in 1965.

The completion of the construction and paving program in 1961 had made possible a continuous drive over the 37-km length of the Gulf Shore Road except for one major break. This was the gap formed by Rustico Harbour, which lies between the Cavendish-New London area to the west and the Rustico Island-Brackley-Stanhope area to the east. A location survey of bridge approaches undertaken by the Department of Public Works in 1948 had determined the most feasible route across the inlet to Rustico Island. The survey also had indicated the need for a model study to assess the tidal and current problems which would affect the design of bridge piers. The closing of the Little Harbour estuary in

1954-55 by the development of the causeway at the eastern end of Rustico Island had affected the channel providing access to Rustico Harbour, and storms had contributed to a severe erosion of the western end of Rustico Island. The results of a study undertaken by the National Research Council in Ottawa has led National Parks authorities to believe that construction of the proposed bridge is not economically feasible. Meanwhile, road connection between the eastern and western sections of the Gulf Shore Road is provided by sections of the provincial highway system outside park boundaries.

Visitor Accommodation

The need for accommodation in the park was met in part by the leasing of Dalvay House for hotel purposes. Available accommodation there was expanded in 1948, when a picnic shelter on the grounds was converted to cabin accommodation, and an additional two-bedroom cabin was erected by the provincial government to accommodate the Governor General and Lady Alexander during an extended visit to the park. This building was purchased in 1960 by the National Parks Service and incorporated in the Dalvay House leasehold. Several summer hotels were in operation on sites outside the park in the Dalvay-Stanhope and Brackley Beach areas. These were supplemented by lodge and cabin accommodation erected by private enterprise.

In the Cavendish area, a small cabin development had been built before 1936 on a site which later was encompassed by the Cavendish Beach picnic grounds. This development was below park standard and park authorities proposed to have the property vacated. The owner, however, objected and eventually was granted a site within the park farther south on Cawnpore Lane. The original buildings were moved in 1940 and improved. The concession, known as Avonlea Lodge, was discontinued following the expiry of its lease in 1973.

In 1949, the National Parks Service obtained appropriations for the construction of low-cost visitor accommodation in Prince Edward Island, Cape Breton Highlands, and Fundy National Parks. This took the form of single house-keeping cabins, containing kitchenette and bathroom facilities. In each cabin development a central building containing office space and accommodation for the operator was provided. The first 13 units of Green Gables Bungalow Court were built in 1949 and an additional 12 the following year. The development was opened to the public in 1950, after being leased to a concessionnaire following a call for tenders. Four more units were added in 1952. In 1956, the development was sold to the operator, who later enlarged some units and added others. The new owner also expanded the accommodation by erecting five large cabins on property adjoining, but outside, the park boundary. Additional lodges, cabins, and motels built outside the park by private enterprise helped meet the demand for visitor accommodation in the Cavendish area.

Camping

From three small campsites established in 1930, the park campground system was developed to the stage where the major units had the density of small villages. The tendency of Canadians to live 'on wheels' during the summer months is exemplified in Prince Edward Island Park where the campgrounds, having a capacity of nearly 3,600 persons, are filled to capacity during the height of the visitor season. A continued demand for camping space has induced the development of privately-owned campgrounds, adjacent to park boundaries, which help accommodate the park overflow.

Cavendish campground, always popular, was originally located on the beach area near the foot of Cawnpore Lane. Closed and open type kitchen shelters, erected close to a bath or change-house, functioned until 1955 when camping was phased out and the site reserved for picnickers only. Development of a new campground, with a greater potential for expansion, had been commenced in 1953 northwest of Clarke Pond. It was opened for use in 1955. Major expansion of the campground was undertaken in 1959 and continued until 1962. Water and sewer systems were installed, community-type shelters erected and a variety of public service buildings constructed. A trailer park also was developed and provided with water, electricity and sewer services. By 1962, accommodation for 226 tents and 78 trailers was available.

Stanhope campground, the second largest in the park, had its start in 1939. It received moderate patronage until 1950 when its area was extended. Trailer runways were added in 1953, and in 1954 the tenting site was relocated west of the trailer area. The Stanhope picnic area was moved north of the Gulf Shore Road in 1955, when underground electrical installations in the trailer area were completed and a new water system installed. During the next five years, additional shelters, sanitary buildings and complementary services were extended. By 1962, the campground had accommodation for 158 tents and 14 trailers.

Camping amenities were first provided at Brackley Beach in 1939. An additional kitchen shelter was added in 1950. For many years the site accommodated both campers and picnickers, and improvements were made from 1956 to 1960, including a sewage disposal system. Overnight camping privileges were withdrawn in 1961, when the area was restricted to day-use only. Visitor services were expanded, an enlarged parking area made available and re-development of the area completed in 1964, when a new bathers' change-house and service building was built.

Development of camping and picnic areas on Rustico Island was undertaken in 1961 when outdoor stoves, sanitary conveniences, and a water supply were made available. During 1962, all access and camping circles were cleared and grubbed. Sites for 148 tent sites were developed in 1963, water and electrical services installed, and kitchen shelters and toilet buildings erected. The campground was opened for use in 1964 and attracted nearly 9500 campers in its first season of operation.

The development of day-use areas which meet the needs of picnickers has taken the pressure off campgrounds which originally functioned in a dual capacity. Picnic grounds gradually were made available at Dalvay, Stanhope, Brackley and Cavendish Beaches, and at Stanhope Lane, Cape Turner, North Rustico, Rustico Island and New London Bay. In 1970, they had a combined capacity of 5,650 persons. Refreshment pavilions are operated under lease at Cavendish and Stanhope Beaches. The day-use area at Rustico Island contains a

combined change-house and canteen which was completed in 1968.

Lifeguard Service
The safety of bathers using the park beaches was enhanced by the provision of a lifeguard service. An unfortunate drowning accident at Cavendish Beach in 1947, involving four victims, led to the appointment of a lifeguard there in 1948. The lifeguard service was extended to Dalvay Beach in 1949. Later these services, maintained from distinctive huts painted in red and white stripes, were extended to all main beaches in the park. Equipment in the form of observation towers, dories, and surfboards is provided at each supervised beach. Bathers are encouraged to stay within safety zones which have been enclosed by ropes suspended from floats.

Erosion Control
Most of the park beaches were formed by the erosion of sandstone cliffs and littoral drift of eroded material. Consequently, the beaches and the dunes behind them are affected by winds, tides and heavy seas, and in places deterioration had occurred during winter storms. Erosion control was first attempted in 1941 when a log sea-wall was installed in front of the Dalvay beach-house. In 1960, and for years following, a program of beach and cliff protection was carried on. The work varied in character from the use of sand-bags to construction of stone walls and the installation of wire baskets filled with field stone. In 1965, an improved type of rock container manufactured commercially and known as a "sea gabion" was employed with satisfactory results. Control of shifting sand dunes also was undertaken by the installation of stone cribs, wood sheet-piling and by brush fences. Erosion control at the western end of Rustico Island was undertaken by the federal Department of Public Works in 1962-63, by the installation of groynes. Stone and clay levees also were installed by this Department in 1966 to close gaps in a line of dunes at the head of New London Bay.

Land Acquisitions
Like many popular vacation areas, Prince Edward Island National Park was subjected to a fantastic increase in visitors which reached a temporary peak in the mid 1960's. From a modest figure of 108,000 in 1951, the annual attendance rose in 1960 to 386,000; in 1961 to 952,000; and in 1962 was estimated to have exceeded one million. This exceptional growth in visitor use continued during the following eight years with exceptions in 1965 and 1967. The demands placed on park facilities, including camp and picnic grounds, by this exceptional patronage led to planning studies which it was hoped would permit maximum land use and yet preserve certain unique features in the park which otherwise might be impaired.

Planning was initiated in 1963 and expanded in 1967. The objectives included the accommodation of the largest possible number of visitors; preserving natural, ecological and wildlife features; and the improvement of traffic patterns. The relatively small area of the park also suggested the acquisition of additional lands, if the proposed plans for development were to be realized. The area of the park had undergone little change since its establishment. A few additions, each restricted to several acres, had been acquired to facilitate highway revisions and bridge construction. Consequently, any major expansion of the park could be assured only by the purchase of additional lands from private owners. Planning studies had indicated that lands adjoining the park in the Cavendish area offered exceptional opportunities for development and a land acquisition program was instituted in 1968. By the end of 1972, the National Parks Service had acquired title to more than 69 ha and had reached agreement with owners of other lands. Additional lands had been examined and found acceptable for park purposes. Much of the land acquired was located east of Cawnpore Lane, which was transferred from the Province to the Government of Canada in 1963. This road, which forms an extension to Highway No. 13, provides the main access to the park from the settlement of Cavendish to Cavendish Beach. Other acquisitions included lands adjoining the golf course west of the Lake of Shining Waters. Additional developments within the park that will help accommodate the ever-increasing flow of visitors may be expected as the land acquisition program is implemented.

Endnotes

1. National Parks Branch File P.E.I. 2, vol. 1, May 17, 1930.
2. Ibid., Feb. 8, 1936.
3. Ibid., March 28, March 31, 1936.
4. Ibid., July 28, 1936.
5. Statutes of Canada, I Edward VIII, chapter 43.
6. National Parks Branch File P.E.I. 2, vol. 5, Oct. 31, 1938.
7. Statutes of Canada, 2 George V, chapter 35.
8. H.P. Biggar, *The Voyages of Jacques Cartier* (Ottawa: King's Printer, 1924), p. 40.
9. R. Douglas, *Place Names in Prince Edward Island* (Ottawa: Geographic Board of Canada, King's Printer, 1925).
10. Ibid., p. 45.
11. Ibid., p. 50.
12. R. Wallace, *Wooden Ships and Iron Men* (Boston: C.E. Lauriat Co., 1937).
13. *Charlottetown Guardian*, Dec. 31, 1959.
14. Order in Council P.C. 1937-32/693, March 31, 1937.
15. National Parks Branch File P.E.I. 2, vol. 3, March 15, 1937.
16. Order in Council P.C. 1937-32/693, March 31, 1937.

Fundy National Park
The Bay of Fundy, which separates the provinces of New Brunswick and Nova Scotia, has unusual physical and historical attractions. The bay is remarkable for its tremendous tides, believed to be the highest in the world. Spring tides attain a rise of from 18 to 21 m, while during periods of ordinary flow the tides vary in height from 12 to 15 m. Known to Europeans since the 16th century, the Bay of Fundy was shown on the Cabot map of 1544. It was called La Baie Francaise by Sieur de Monts, who spent a winter on Dochet Island in the St. Croix River in

1604-05, and who later in 1605 established the settlement of Port Royal on Annapolis Basin. By the end of the 16th century, the bay was known as the Bay of Fundy. For many years, it was believed that the name was derived from the Portuguese "fondo" meaning deep. Later research led to the opinion that the name was an English corruption of the French word "fendu", meaning split.[1] This name was applied to the cape which guards the entrance to Minas Basin, the southeastern extension of the Bay of Fundy.

An area overlooking the Bay of Fundy was selected in 1947 for the establishment of the first national park in New Brunswick. It incorporates an area of nearly 207 km^2 of rolling forested land, rising in steps from the bay. High swift tides, aided by wind and wave action, have carved and sculptured the rugged shoreline into sheltered coves and bold promontories. The rugged grandeur of the park's coastline provides a strong contrast to the sylvan solitude of its well-wooded uplands, which reach a height of about 366 m above sea level. The park area is dotted with numerous small lakes, many of which provide the source of streams which feed its main rivers, the Upper Salmon and the Point Wolfe.

Many of these small streams course steep, narrow valleys, and their waters tumble in musical cascades on their rapid journey to the sea. The forests, which combine a mixture of broad-leaved and evergreen trees, attain a rare beauty in autumn, when the gold and crimson of the deciduous species provide a contrast to the darker shades of the conifers. The name "Fundy" was selected for the new park by the Premier of New Brunswick, the Honourable J.B. McNair, following an essay competition conducted throughout the school system of the province.

Early Representations

Although representations leading to the establishment of a national park in New Brunswick were instituted in 1926, a period of 22 years was to elapse before the park actually was proclaimed. The New Brunswick Fish and Game Protective Association, through its president, Allan G. McAvity of Saint John, spearheaded the lengthy campaign undertaken by conservation societies, boards of trade, and individuals to have a national park established in the province.[2] Additional support was forthcoming from the Saint John Board of Trade and the New Brunswick Tourist Association. A national park committee, composed of members of boards of trade and conservation groups throughout the province, was formed following a general meeting held in Moncton in September, 1928. A year later, the committee recommended to the provincial government for consideration six widely separated sites.[3] These included an area in Northumberland County incorporating Mount Carleton, and two sites fronting on the Bay of Fundy — one near Lepreau in Charlotte County, and the other in Albert County. The other sites proposed were situated in the vicinity of the Chiputneticook Lakes on the western boundary of the province, on the upper reaches of the Miramichi River, and in the Canaan Game Refuge near Canaan.

The Government of New Brunswick signified its interest when the Honourable C.D. Richards, Minister of Lands and Mines, accompanied by Allan McAvity and Byron Tozer, representing the New Brunswick conservation groups, interviewed the Honourable Charles Stewart, Minister of the Interior at Ottawa on January 16, 1930. After a discussion of the merits of several sites, Mr. Stewart agreed to have an examination made of all proposed sites by a representative of the Department. Later in May, Mr. Stewart announced in the House of Commons that "It is the policy of the Government to develop a national park in each province, provided the province makes available for this purpose, free of charge to the Dominion, and free of encumbrance, a compact area of national park standard."[4]

Proposed Sites Examined

R.W. Cautley, D.L.S., of Ottawa was selected to carry out the inspection in September, 1930. Mr. Cautley was accompanied by Col. H.H. Ritchie, Chief Game Warden of New Brunswick. The six areas previously mentioned were examined and Mr. Cautley's first choice was a site near Lepreau. The area incorporated an excellent sand beach on the Bay of Fundy near New River. His second choice was an area in Albert County, also fronting on the Bay of Fundy. The Mount Carleton site, in Mr. Cautley's opinion, had no outstanding scenic features and also was the most inaccessible of all the areas examined.[5] In March, 1931, the province enacted legislation providing authority for the expropriation of lands for national park purposes and their subsequent transfer to the Government of Canada.[6] In April, 1933, Premier Richards of New Brunswick made a formal offer of the Lepreau site, provided the Government of Canada would undertake development of the area during the current year by the construction of roads and buildings, and would compensate the province for the value of improvements in the area.[7] The offer was not accepted.

Economic conditions during the early 1930's, in which public expenditures were severely curtailed, had a dampening effect on the park negotiations. Interest, however, was revived in 1936, following changes in the governments of Canada and New Brunswick. In January, 1936, the Honourable F.W. Pirie, now Minister of Lands and Mines for the province, wrote the Honourable T.A. Crerar, Minister of the Interior at Ottawa, recommending the establishment of a park in the vicinity of Mount Carleton. Mr. Pirie was advised in reply that, although an earlier report on the area had not been encouraging, a re-examination of the site would be undertaken. The inspection was carried out by R.W. Cautley, in August and September, 1936. The Albert County site was revisited, and an additional site proposed for park development, located on the Long Reach of the St. John River and incorporating Mount Champlain, was examined in detail. Once again Mr. Cautley recommended against acceptance of the Mount Carleton site. He was, however, enthusiastic over the possibilities of the site encompassing Mount Champlain, and gave it top priority among the areas which he had examined to date. The Lepreau and Albert County sites now formed his second and third choices.[8]

By 1937, the Government of Canada was prepared to proceed with the establishment of a national park in New Brunswick as soon as agreement was reached with the provincial authorities on a suitable site. Legislation enacted by the Parliament of Canada in April, 1937, authorized the establishment of a park by proclamation, on receipt of a satisfactory title to lands acceptable for

park purposes.[9] Although anxious to get the national park project under way, New Brunswick authorities were reluctant to accept the recommendations of park officials concerning the three areas given top priority. It was believed that the cost of acquiring the land for the Mount Champlain, Lepreau and Albert County sites would be excessive, and that long-established settlers would resent their removal by expropriation proceedings.

In April, 1937, the Honourable F.W. Pirie requested an inspection of a new site south of Mount Carleton incorporating a number of attractive lakes. This was undertaken by James Smart, Chief Inspector of National Parks, in the company of Mr. Pirie. The examination was made with the aid of a seaplane and included flights over the Lepreau, Mount Champlain and Albert County sites, as well as that south of Mount Carleton. Mr. Smart's report confirmed the Mount Champlain site on the St. John River as the most attractive for national park purposes. In November, 1938, an inspection of yet another site was made by Mr. Smart at Mr. Pirie's request. This area, situated in the vicinity of St. Martins on the Bay of Fundy, was found unsuitable for development as a future park.

The Park Established

The outbreak of World War II in 1939 had the effect of suspending all activity relating to the establishment of the proposed park. The proposal was revived in February, 1947, when the Honourable J.A. Glen, Minister of Mines and Resources, was invited by the Honourable R.J. Gill, provincial Minister of Lands and Mines, to send a senior park officer to Fredericton for a discussion. At a meeting held on March 27, the merits of three sites acceptable to the federal Government — those at Mount Champlain, in Albert County, and at Lepreau — were fully reviewed by Mr. Smart with provincial authorities. The meeting led to a final examination of the Albert County site in May, 1947, by Mr. Smart, whose report outlined boundaries which would be acceptable to the federal Government. The selection of an area in Albert County as the first national park in New Brunswick was confirmed by Mr. Gill in a letter to the Honourable C.D. Howe, acting Minister of Mines and Resources.[10] A formal grant of title to an area of 206 km^2 from the Government of New Brunswick to the federal Government was received by the Controller of National Parks at Ottawa in February, 1948. The new park became a reality when it was formally proclaimed in *The Canada Gazette* on April 10, 1948, under authority of the National Parks Amendment Act of 1937.

Early History

The earliest visitors to the Bay of Fundy were Sieur de Monts and Samuel de Champlain, who entered the mouth of the Saint John River on June 24, 1604, and named the river in honour of the feast of St. John the Baptist, which fell on that day. Later de Monts and Champlain returned to St. Croix or Dochet Island where their ill-fated settlement was abandoned the following spring for a more attractive site at Port Royal on Annapolis Basin. This developed into the first permanent settlement by Europeans north of the Gulf of Mexico.

Permanent settlement of the lands north of the Bay of Fundy did not occur until the arrival of the United Empire Loyalists in 1783. A wave of colonization led to the establishment of the Province of New Brunswick in 1784. The City of Saint John was the first to be incorporated in the new province. Albert County, in which the park is situated, was formed in 1846 from Westmorland County. Alma Parish, named after the Battle of Alma in the Crimean War, was created in 1857. The village of Alma, the largest settlement in the vicinity of the park, dates back to 1825, when an army officer named Brown settled near the mouth of the Upper Salmon River. A substantial Irish settlement developed in what is now the northern part of the park along the Shepody Road between 1830 and 1835, when grants to some 25 individuals were made. This settlement, known as New Ireland, has long since disappeared.

Title to much of the land along the Bay of Fundy was obtained through grants by retired army officers. Colonel J. Coffin held title to 405 ha which extended across the mouth of the Upper Salmon River, Salmon Brook and Flat Brook. Another grant was made to Major John Ward at Point Wolfe, southeast of Alma. Lumbering became the main industry and provided employment to many residents of the vicinity for more than 100 years. A sawmill was built at Point Wolfe in 1832 and another was established in the vicinity of what is now Alma in 1836. During the peak years of the lumber trade, three- and four-masted schooners were loaded from wharves at Point Wolfe and Alma, and larger vessels were loaded off-shore from barges. Mills also were operated inland at Hastings, about three kilometres northwest of Alma and at Bennett Lake adjacent to the present Highway No. 114. Shipbuilding also provided employment at Alma for some years.

Eventually the lumber industry waned. The mill at Point Wolfe, which had operated for years and had produced annually as much as several million board feet, was closed in 1948. The site is now occupied by a park picnic ground. The mill at Alma, which also had provided employment for years, was destroyed by fire in 1952 and was not replaced.

When the park was established in 1948, about 50 families occupied small farms or holdings in settlements known as Hastings, Alma West, and Point Wolfe. All freeholds were expropriated by the Government of New Brunswick, and the former inhabitants moved to points outside the park. Interesting mementoes of the former inhabitation remain in the form of small cemeteries, dams and picturesque covered bridges. Vestiges of the once expansive wharves at Point Wolfe also remain below the dam as well as the covered bridge which now provides access to the Point Wolfe Campground. A number of early roads have been retained as fire or secondary roads and others are maintained as trails.

Park Development

Steps to develop essential services in the new park were taken late in 1947, when location surveys were made by park engineers. In March, 1948, E.G. Saunders, an experienced forestry officer, was appointed park superintendent, and contracts were awarded for construction projects in the park. Early operations were concentrated on a park administration and recreation site situated on a rolling bench between the Upper Salmon River and Dickson Brook. Development plans required the removal

of a number of buildings owned by former residents, and an extensive earth-moving operation which involved the use of 15,300 m^3 of top soil. During 1949, an administration building, superintendent's residence, a large bunkhouse, staff dining room with kitchen, stores, and vehicle repair and storage buildings were erected. Sites were selected for recreational developments, which included a large outdoor swimming pool with adjoining bath-house, tennis courts, a bowling green, and a public campground. A major project undertaken was a nine-hole golf course, which was complemented by a commodious club-house.

An administrative staff was recruited, a park warden service developed, warden staff quarters built at strategic locations and a start made on the reconstruction or improvement of existing roads and trails. By July, 1950, sufficient progress had been made to permit public use of visitor services. The park was formally opened on July 29, 1950, by the Minister of Mines and Resources, the Honourable Robert H. Winters. Distinguished guests at the opening included the Lieutenant Governor of New Brunswick, the Honourable D.L. MacLaren, and the Premier, the Honourable J.B. McNair. The day's program included the official opening of both the park golf course and the outdoor swimming pool.

Expansion of the park administrative staff and additions to the park warden service necessitated additional development. Staff quarters for the park engineer and the chief park warden were constructed in 1952 and 1953. A wardens' equipment building was added to the headquarters complex in 1953. Warden stations were established at Wolfe Lake in 1950, at Point Wolfe in 1952 and at Lake Brook on the eastern boundary in 1956. A vehicle checking station, which doubled for some years as an information bureau, was built at the northwestern entrance in 1950, but its functions later were changed. A building to accommodate various trade shops was added to the work compound area at headquarters in 1961-62. Garages for the storage of park vehicles were built at all warden stations, at the headquarters housing complex, and at the Superintendent's residence. Fire protection in the park was facilitated by the erection of a fire observation tower on the slope of Hastings Hill in 1950. An additional tower was built northwest of Laverty Lake in 1963. Communication between park headquarters and field stations was improved by the installation of a very high frequency radio system, which went into operation in October, 1961.

Highways

A major undertaking following establishment of the park was the realignment and reconstruction of Provincial Highway No. 14 (now 114) within the park from the Alma River bridge at the southeastern boundary to the northwestern boundary at Wolfe Lake, then called Lake View. In 1948, this was a winding gravelled road which, over the next three years, was converted to a modern highway. Several major relocations were made, the most notable of which occurred on Hastings Hill. By 1950, the entire 20 km had been rebuilt, gravelled and given a seal coat. Paving was carried out in 1951. Following a relocation of Provincial Highway 114 immediately northwest of the park in 1954, a section of new park road 800 m in length was constructed in 1955, to provide a link between the new provincial and the old park highway. This addition was paved in 1956. A major portion of the Point Wolfe road, one of the most popular drives in the park, was rebuilt between 1948 and 1950. The last 800 m was reconstructed in 1956 and the entire road was improved and hard-surfaced in 1960. A spur road leading from the Point Wolfe road to Herring Cove was relocated in 1950 and widened and reconstructed in 1953-54. It received a seal coat in 1960. Secondary roads in the park, including the Old Shepody and the Forty-five roads, were improved between 1953 and 1956. The Forty-five road crosses the river of that name by means of one of the two picturesque covered bridges remaining in the park.

Bridges

Several covered bridges existed when the park was established. One, which crossed the outlet of Bennett Lake, was removed in 1955 after Highway 114 was relocated. Those on the Forty-five and the Point Wolfe roads have been preserved and maintained. Major repairs were made to the latter structure in 1957. The longest covered bridge in the vicinity of the park was that providing access from the Village of Alma on Highway 114. It crossed the Upper Salmon River in four spans, three of which were covered, and formed a land mark until it was replaced in 1967.

This bridge had an interesting political history, for title to the structure, including the approach from the east, was vested in the federal Government by a provincial act in 1949. Title, however, was not accepted by the Minister of Resources and Development. As the bridge carried much of the visitor traffic to the park, maintenance was carried on by the park administration for many years, including redecking in 1954 and repainting in 1957.

Reconstruction of the bridge by the province under a Roads to Resources Agreement was contemplated in 1960 but the project failed to materialize. Gradual deterioration of the structure, to the stage where public safety was endangered, led to negotiations between officers of the National Parks Branch and those of the provincial Department of Public Works at a meeting held in Fredericton in September, 1965. Following this meeting, agreement was reached between the Minister of Northern Affairs and National Resources and the provincial Minister of Public Works that a new bridge would be built. Under the terms of the agreement, the federal Government shared 25 per cent of the cost and absorbed the entire outlay made in constructing a new approach at the western end. The remaining costs were borne by the province. The agreement was signed on May 31, 1966, and the new bridge was completed and opened to traffic in June, 1967. The former dangerous approach to the old bridge from the east was eliminated by re-siting the new structure 91 m downstream. The discarded bridge was demolished in November, 1967, with the cost shared by the federal and provincial governments.

Townsite and Cottage Subdivisions

The provision of sites for buildings providing essential visitor services was made in 1950, when a small subdivision was surveyed in the administrative area. The first lot was leased in 1951 for a small automotive service station. A second lot was made available in 1953 for the erection of a souvenir shop. An essential visitor service — a public restaurant — was lacking for several years,

despite the best efforts of the park administration to attract a concessionnaire. A site was widely advertised in 1954 and a concession awarded but the applicant later withdrew. Finally, in 1959, a combination restaurant and supply store was developed in the business subdivision by the operators of a nearby cabin concession. The needs of visitors for dining services was partially met in the meantime by the leasing of space in the golf club-house for a tea-room. This concession was gradually expanded into a full scale restaurant operation.

Before the park was established, a small cottage development existed at Herring Cove on privately-owned land. Owners of buildings were required to vacate their sites following expropriation by the provincial Government. With a view to providing replacement sites for summer homes, the Bayview Subdivision was surveyed by the National Parks Service in 1950, on a ridge overlooking the Bay of Fundy west of the swimming pool. Known locally as the Devil's Half-Acre, the area contained sufficient space for three blocks containing a total of 25 lots. An access road to the subdivision from the Point Wolfe Road was completed in 1952, but plans to lease lots for cottage developments were cancelled owing to the high cost of providing essential water and sewer services. Early in 1956, a site for a bungalow cabin development in the subdivision was advertised but no tenders were received. In 1957, a portion of the subdivision was made available to the New Brunswick School of Arts and Crafts.

Visitor Accommodation

Normally, visitor accommodation in national parks is provided by private enterprise. Because of a lack of interest by the public in meeting the demand, the Department of Resources and Development undertook the construction of bungalow cabin developments in three national parks in the Atlantic Provinces. Plans were developed for a distinctive style of housekeeping cabin in Fundy Park and 14 units were constructed in 1949. These buildings were leased to a concessionnaire in 1950 following a public call for tenders. That year, an additional 15 cabins together with an administration building were added to the development and their use by the lessee authorized. In 1957 the cabins and appurtenant buildings were sold to the operator.

An increasing need for visitor accommodation led the Department to undertake, as an employment measure in the winter of 1957-58, the construction of a 20-unit motel and a 24-unit cabin development on the slopes of Hastings Hill east of Highway 114. Both developments provide magnificent views of the Bay of Fundy. Actual building construction began in February, 1958, and the motel and cabins were completed early in 1959. Concessions for the separate operation under lease of the motel and the bungalow cabin camp were awarded in April, 1959, after a public call for tenders. Later in 1959, an administrative building was added to the cabin development, since known as the Alpine Chalets.

Camping

Since its establishment, Fundy National Park has enjoyed an exceptional patronage by campers. The first campground, located on a bench overlooking the Village of Alma and the Upper Salmon River, was opened in 1950. Amenities, including kitchen shelter and service buildings, were added and in 1953 the campground was extended to provide an additional 50 sites. The original campground had space for a few trailers. In 1959, a separate trailer park with essential services was developed and on completion accommodated 29 vehicles. Small satellite camping areas were opened at Lake View (now Wolfe Lake), at Bennett Lake, and at Herring Cove. Later, Herring Cove was restricted to day use, and an unserviced campground was developed at Houston Place, since renamed Mic Mac. It has been utilized for group camping since 1968.

By 1958, the number of campers using park facilities had increased by 3,000 over the total for 1957 and 8,000 over 1956. In 1959, construction of a modern serviced campground at Point Wolfe was commenced. Service buildings erected in this campground were faced with brick. In 1962, 100 camp sites were opened for use and in 1963 an additional 150 sites were in operation. An innovation at this campground was the installation in 1967 of coin-operated shower-stalls in the combination toilet and shower buildings.

Continued camping pressure led to the development of another serviced campground on Highway No. 114 about three kilometres north west of park headquarters. The campground site, originally known as the Bogle Farm and later changed to Chignecto, had been used to accommodate overflow from other camping areas. Development of the new campground was commenced in 1964 and its design made provision for camping sites on both the north and south sides of the highway. The north side was open for use on July 1, 1967, and during the next nine weeks accommodated 21,800 campers. The southern section of the campground was completed in July, 1968. By the close of the 1968 season, visitor use of the campground had shown an increase of 37.5 per cent over 1967. Plans were made in 1968 to develop an additional serviced campground on the south east side of Wolfe Lake near the north west corner of the park. By the end of the year, work was well under way and 200 individual camp sites together with access roads had been cleared. Development of this new campground was continued through 1969 into 1970, when a portion of the area was opened to visitors.

Water Systems

The original water system supplying park headquarters was installed in 1949-50. Its source of supply was Dickson Brook, in which a covered catch-basin was installed. Water was pumped to a hillside reservoir located at an elevation above the golf course. Although the storage capacity was enlarged in 1955, the water supply was inadequate to meet requirements during periods of low precipitation. In order to meet the anticipated demand following construction of additional visitor accommodation, development of a water system was commenced in 1957. During 1958 and 1959 two concrete reservoirs having capacities of 15,911 and 455 hL, together with a valve-house, were constructed on the slopes of Hastings Hill above park headquarters. Water was obtained from the Upper Salmon River by means of a pump-house constructed at the mouth of Kinnie Brook. The new system was brought into operation in April, 1969, and the installation of a new distribution system, which involved

the laying of 1,890 m of cast iron pipe, was completed in November, 1960. An adequate water supply for a new campground at Point Wolfe was provided by the construction of a brick pump-house in 1959 and a 9,092-mL concrete reservoir in 1960. Water for the system is drawn from Point Wolfe River. Chignecto campground is supplied by water from the headquarters reservoir, from which it is pumped to a campground reservoir for distribution.

Swimming Pool

A major recreational development in the park was the construction of a large outdoor swimming pool on the shore of the Bay of Fundy at the mouth of Dickson Brook. Construction was commenced in 1948 and completed in 1950. The pool is fed with salt water drawn from the bay which is filtered and heated within the pool building. Incorporated in the structure are dressing rooms for men and women together with administrative quarters. For several seasons after its opening in 1950, a refreshment concession was operated in the building. By 1955, increasing use of the pool necessitated the extension of the men's dressing room. In order to provide the space, the refreshment concession was moved that year to a new building erected on a site adjoining the public parking area. Patrons were given protection from winds off the bay when a glass windbreak was erected around the southern end of the pool in 1957.

Golf Course

The park golf course has been a popular attraction since its completion. Located in the valley of Dickson Brook, the site was selected in 1947 by Stanley Thompson, a well-known Canadian landscape architect. Under contract, Thompson later surveyed the area and prepared a plan for an 18-hole course, together with detailed plans for the immediate development of nine holes. Construction was commenced in 1948 and virtually completed in 1949. The course, which is featured by a number of water hazards, was opened for play in July, 1950. Complementing the course is a large golf club-house built of sandstone containing a lounge, offices, and men's and women's dressing rooms equipped with showers and toilets. In 1953, a tea-room concession in the building was granted after a call for tenders. To meet the visitor need for dining accommodation, the concession was expanded to occupy most of the lounge, after the kitchen and refrigeration facilities had been improved and enlarged. A small professional shop adjacent to the first tee was constructed in 1950 and was replaced by a larger building in 1962. The contract of the golf course consultant also provided for the preparation of plans and specifications for tennis courts and a bowling green. These amenities were constructed in 1950 on a site adjoining the golf club-house and were enclosed by suitable fences. East of the courts and bowling green, a large area was landscaped and made available for outdoor sports.

Other Attractions

Additional amenities for visitors were developed in 1951. Included was a large assembly hall constructed in the vicinity of the park campground at headquarters. This building was designed for community use, conventions and the entertainment of park visitors. Within the headquarters area and overlooking a small lake, McLaren's Pond, an outdoor amphitheatre was developed, capable of seating 800. The plans incorporated a combination band-shell and motion picture screen permitting the staging of a variety of outdoor entertainments.

Sport Fishing

Opportunities for angling in the park are diversified. Speckled and rainbow trout are found in many of the small lakes and streams and Atlantic salmon occur in both the Upper Salmon and Point Wolfe Rivers. Biological studies of park waters were undertaken in 1950 and subsequent years, and the restocking of lakes and streams was carried out with gratifying results. Fishing in Bennett Lake was improved following construction of a dam and spillway at the outlet in 1952, which raised the water level by 1.82 m. This lake and Wolfe Lake have yielded the largest trout taken in the park by anglers.

An attempt to induce salmon to ascend the Point Wolfe River was made in 1953, when the dam near its mouth was opened. This action, however, failed to improve the fishing appreciably, and unfortunately had the effect of draining the picturesque pond above the dam. In 1958, the opening in the dam was closed, and hatches were incorporated to permit the passage of salmon at high tide during the autumn months.

An increase in the salmon run in the Upper Salmon or Alma River was noticeable a few years after a fire which destroyed a mill near Alma in 1952. This improvement was credited to the disappearance of a dam formerly used in the lumbering operation, which was washed out by flood waters. Restocking of the upper waters of the Point Wolfe River and the Upper Salmon River with salmon fingerlings was undertaken in 1967. It is hoped that further studies, complemented by restocking, will help restore the salmon population of these major streams.

Arts and Crafts

Visitors to the park who enjoy hobbies make full use of facilities provided by New Brunswick School of Arts and Crafts, an organization sponsored by the Government of New Brunswick. Following the construction of the park assembly hall at park headquarters in 1951, its temporary use by the school was permitted for several seasons. The main hall was used for the display of handicrafts and the basement was utilized for practical instruction. By 1956, the provincial Department of Industry and Development was in a position to proceed with the construction of workshops. Following a review of possible sites, Block "C" in the Bayview Subdivision overlooking the Bay of Fundy was made available. Two buildings were erected in August, 1956, and three additional workshops were completed in 1957. A summer water service was provided by an extension from the park mains, the cost of which was borne by the provincial authorities. In 1960, the school was given permission to extend the site of its operations and two parcels adjoining the original area were made available following survey. In August, 1960, a sixth building was erected. The school has since become a popular attraction and numerous visitors each year acquire practical instruction in handicrafts including weaving, and leather, wood and metal work. Patrons retain the results of their efforts for their own use.

Interpretation

The park's topographical features, which combine forest, open meadow and picturesque coastline washed by the remarkable tides of the Bay of Fundy, offer an ideal field for nature study. Prior to the initiation of an interpretation program in 1961, a wildlife study of the park had been undertaken in 1948 by an officer of the Canadian Wildlife Service who identified 77 species of birds. A botanical survey undertaken in the summer of 1949 by a seasonal park officer revealed a wealth of flowering plants, of which 200 were collected and later mounted. The first nature trails, along Kinnie Brook and at Dickson Brook Falls, were opened in 1959. A program of guided walks and camp-fire programs was undertaken following the appointment of a seasonal park naturalist in 1961. A permanent naturalist was appointed in 1965 and a seasonal assistant was engaged in 1966. Extension of the nature trail system was accomplished with the opening of the Coppermine Trail in 1960 and the development of the Beaverlodge Trail in 1965. By 1968, the seasonal interpretation program was receiving participation by more than 65,000 visitors. Development of an on-site interpretation exhibit was commenced that year at Herring Cove, to explain the unique tides of the Bay of Fundy. The exhibits, which included a scale model of the bay and four illustrative panels, were installed in 1969. Additional interpretive exhibits are planned at other points in the park to illustrate interesting historical and ecological features of the past and present.

Potato Research Station

An unusual feature in Fundy National Park was a potato research station situated on a high upland west of Herring Cove. Prior to the establishment of the park, the federal Department of Agriculture had been conducting potato-breeding experiments there for some years. Due to its comparative isolation, the area occupied was eminently suited for the purposes of potato-breeding, and continued use of the property for a period of 10 years was authorized in 1947. The cultivation of a small auxiliary field near Herring Cove was discontinued in 1949, and in 1951 the area of the station was extended to include ten hectares. In 1958, the use of an additional six hectares was authorized. Over the years, the station was improved by the construction of new administration and storage buildings. A water supply was obtained by drilling, and the potato fields were enclosed by a wire fence to exclude deer from cultivated areas.

Occupation of the site was condoned as the nature of the research carried on provided a service to Canadians, and was of particular benefit to one of the basic agricultural industries of the province. Although the original deadline for termination of the experimental work in the park was extended indefinitely, planning proposals for park lands eventually brought about a relocation of the research station. Following public hearings in October, 1970, on provisional master plans for the future development of Fundy National Park, the termination of potato-breeding research in the park was arranged by negotiation between officers of Parks Canada and the Department of Agriculture. A new location was obtained by the Department of Agriculture at Benton, New Brunswick, and the site near Herring Cove was evacuated by December 31, 1974.

Future Extensions

Although one of the smaller units of Canada's national park system, Fundy Park rapidly attained a popularity that strained its capacity for public enjoyment. Campgrounds attracted patronage in ever-increasing volume, not only from Canadian sources but also from the eastern United States. In 1950, its first full year of operation, the park had nearly 63,000 visitors. Two years later, the total exceeded 100,000, and by 1960, this figure had more than doubled. The 1960's, however, were to witness a remarkable increase in visitors, with a new record of 753,000 visits established in 1966. During the balance of the decade, the attendance figures were slightly lower, but the yearly average was well over 600,000. In 1971, attendance rose to 760,000.

From time to time, proposals have been made by organizations and citizens of New Brunswick advocating the westerly extension of the park to include land along the Bay of Fundy in Saint John County. One of the objectives of the proposal was the continuation of the park road system westerly to permit construction of a coastal road to be known as the "Fundy Trail". In the absence of any firm proposals by the provincial government, the scheme has made little headway. A small extension to the park, however, was achieved in 1967, when two small parcels adjoining Highway 114 at the northwest corner of the park were purchased to prevent undesirable development along the park boundary. Negotiations leading to the acquisition of additional land in the vicinity bordering Highway 114 and the Old Shepody Road were completed in 1972, when the Crown acquired, from J.D. Irving Limited, title to two parcels having a combined area of 53 ha.

Meanwhile, Fundy National Park functions in many ways for the benefit of Canadians. It preserves as a public heritage a unique example of the national landscape, including the upland plateau of the Caledonian Highlands and the marine environment of the Fundy coastline. The park supports a varied wild life and provides exceptional opportunities for many forms of outdoor recreation. Proposals for future use and development of the park should help expand its value to the nation.

Endnotes

1. J.C. Webster, "An Historical Guide to New Brunswick", New Brunswick Government Bureau of Information and Tourist Travel, 1930.
2. National Parks Branch File F.2, March 12, 1926.
3. *Saint John Telegraph Journal*, Sept. 27, 1929.
4. Canada, House of Commons, *Debates*, May 26, 1930.
5. National Parks Branch File F.2, Nov. 12, 1930.
6. Statutes of New Brunswick, 21 George V, chapter LVII (1931).
7. National Parks Branch File F.2, April 21, 1933.
8. Ibid., March 9, 1937.
9. Statutes of Canada, I George VI, chapter 35 (1937).
10. Canada, House of Commons, *Debates*, July 11, 1947, p. 5592.

Terra Nova National Park

Canada's most easterly national park, Terra Nova forms an outstanding example of Newfoundland's Atlantic coastal region. Situated on Bonavista Bay, about 77 km south of Gander, it presents spectacular panoramas of rocky headlands and a deeply indented shoreline, against a rolling forested background. The park lies between the Northwest Arm of Alexander Bay and Clode Sound, and contains an area of 396 km^2. It also incorporates a number of the islands which lie offshore from the eastern extension of the park mainland.

The fiords or 'sounds' which border or indent the park's land area are among its distinctive features. Glaciers of the Ice Age sculptured the rock formations and also left behind deposits of sand, gravel and large boulders. Tidal flats at the head of Newman and Clode Sounds are formed of this glacial sand and gravel, while the numerous small freshwater lakes and bogs within the park were formed as depressions gouged out of the surface by the action of the ancient glaciers. The park environment has been influenced by its proximity to the sea. The climate, affected by a branch of the cold Labrador current in the Atlantic, is featured by cool summers, mild winters, and considerable precipitation. Arctic icebergs are frequently seen off-shore in the months of May and June.

The park's forest cover is of a northern type, dominated by black spruce and balsam fir. Stands of white birch and poplar are found throughout the park, interspersed in stream valleys by alder and red maple. Bogs thickly matted with wet, spongy spagnum moss are numerous. One of the largest is the Gros Bog in the southwestern portion of the park. Sprouting from the moss may be found shrubs such as the bog laurel, leatherleaf, pitcher plant and Labrador tea. The variety of wild animal life is limited, mainly by the comparative isolation of the island from the mainland of Canada. The Newfoundland caribou, which once migrated across the island in thousands, is seen occasionally in the vicinity of the park. However, moose, which were introduced to the Colony of Newfoundland in 1878 and again in 1904, are prevalent, and may be observed grazing along the Trans-Canada Highway. Black bear also are found in the park.

Early Park Proposals

The extension of Canada's system of national parks to Newfoundland was first given consideration in 1947. In that year, members of the National Convention of the Crown Colony met with representatives of the Government of Canada in Ottawa to ascertain if a fair and equitable basis of confederation with Canada might exist. The Newfoundland delegation included F.G. Bradley, K.C., as chairman and six other leading citizens including Joseph R. Smallwood. Members of the Canadian Cabinet headed by the Right Honourable Louis S. St. Laurent, Secretary of State for External Affairs, formed the Canadian representation. The meetings were held in the central parliament building from June 25 to September 29. Information on the Canadian constitution and the functions of the various government departments and agencies was made available to the Newfoundland delegation. In turn, information on Newfoundland was provided for the use of the Canadian representatives. At the request of the Newfoundland delegation, special information concerning the establishment of national parks was furnished. In the material provided, it was made clear that the federal Government would consider an offer from any province of an area typical of its best scenic and recreational values for establishment as a national park, provided title was offered free of charge and free of encumbrance or restriction. Details of the steps leading to the establishment of a national park, and the obligations assumed by a provincial government, also were furnished.[1]

Prior to and following Newfoundland's entry into Confederation on March 31, 1949, discussions between senior officers of the Government of Newfoundland and those of the National Parks Branch of the federal Department of Mines and Resources were held in Ottawa. These talks were followed by a formal request on December 24, 1949, from the Honourable Edward Russell, Minister of Natural Resources, for an examination of several areas in the new province which had been tentatively selected for consideration as the site of a national park.[2] The proposal was accepted by the Honourable Colin Gibson, then federal Minister of Mines and Resources, and in May, 1950, James Smart, Director of the National Parks Branch, was detailed to visit and report on the proposed areas.

Mr. Smart first visited St. John's for discussions with provincial authorities. The Chief Game Warden for the Province, Captain H.W. Walters, was assigned to accompany him on the inspections. The sites which had been proposed included the Salmonier River and Placentia Bay areas on the Avalon peninsula, the upper Burin peninsula between Placentia Bay and Fortune Bay, the Bonavista Bay region and an area lying between Trinity Bay and Conception Bay. Criteria adopted for the selection of a suitable park area included its accessibility to concentrated areas of population; scenery typical of the province including sea-coast terrain; a location that would encourage travel from points outside the province; accessibility from the Trans-Canada Highway; and minimum disturbance of permanent settlement in the vicinity.

Mr. Smart's report confirmed the Bonavista Bay site, centred on Newman Sound, as the most satisfactory for park purposes, and recommended its acceptance if offered by the province.[3] In his opinion, the area, containing about 647 km^2, was representative of the best coastal scenery of the province. The proposed route of the Trans-Canada Highway lay within its western limits and consequently the park would be accessible to St. John's, the largest centre of population in Newfoundland, as well as to Gander airport. Moreover, the area proposed would embody many freshwater lakes and streams, including a section of the Terra Nova River, and thus provide angling for Atlantic salmon and trout. Selection of the area also would result in a minimum of disturbance to permanent settlements or private ownership.

Although the report was forwarded to the Deputy Minister of Mines and Resources for Canada in February, 1951, for the information of the Minister, its contents were not made available to Newfoundland. Mr. Smart, however, advised Captain Walters on February 13 of his preference for the Bonavista Bay area as the future park site. At the same time, Captain Walters was cautioned that immediate development of any park was doubtful as it was unlikely that the appropriations necessary would be available.

No formal action in the establishment of a park was taken by the province until December 24, 1953, when premier Smallwood advised Prime Minister St. Laurent by letter that the Government of Newfoundland was quite satisfied with the proposed site on Bonavista Bay, and that the Government of Canada would be asked to accept it for the purposes of a national park in Newfoundland. Premier Smallwood also suggested that actual development of the park might be deferred for two or three years, but that in the meantime Canada might consider the construction of an access road to the area which would form a section of the Trans-Canada Highway.[4]

The Prime Minister informed Premier Smallwood in February, 1954, that following discussions with his colleagues the federal Government had approved of the establishment of a national park in Newfoundland. Mr. St. Laurent also stated that the Government was prepared to introduce legislation in the Canadian Parliament that would authorize the proclamation, as a park, of such lands as the province and Canada agreed were suitable for the purpose, subject to the condition that the province would furnish Canada with a clear title. On receipt of an undertaking that the Government of Newfoundland would convey the area, free of charge and free of all encumbrances to Canada, the required bill would be prepared and introduced in Parliament.[5]

It also was made clear to Mr. Smallwood that although the federal Government was prepared to seek establishment of the park, it was not the intention to develop it until the necessary appropriations could be made available. This reservation, the Prime Minister stated, did not mean that construction of any part of the Trans-Canada Highway that would pass through the park would have to be postponed unduly.

Boundary Negotiations

Negotiations which would determine the boundaries of the park were initiated in October, 1954, by P.J. Murray, Deputy Minister of Mines and Resources for Newfoundland, in a letter to R.G. Robertson, Deputy Minister of Northern Affairs and National Resources. Mr. Murray's letter questioned the choice of the Bonavista Bay — Newman Sound area as the most suitable for a national park, and asked to be informed of the considerations that led to its selection. In his letter, Mr. Murray stressed the value of forest resources to the provincial economy, and the need of conserving for provincial use every available area of good forest land. He suggested that "a forest management policy for the park woodlands based on the maximum sustained yield principle would effectively supply woods employment to our forest workers and raw materials for our industries, and if such policy were followed it would lessen to some degree the disadvantages which we would suffer in passing over this particular area as a national park".[6]

Mr. Murray also called to attention the urgent need of the province for additional electric power, and stated flatly that he could not recommend the inclusion in the park of the Terra Nova River, unless the right of utilizing its power potential was reserved to the province.

The Director of the National Parks Branch, J.A. Hutchison, was consulted in the preparation of a reply. He explained the limitations imposed by the National Parks Act respecting the use or harvesting of natural resources in the parks. The Director offered the opinion that commercial development of park forests on a sustained yield basis should not be considered. He also observed that hydro-electric power, under the Act, could be developed only for use in the park.

Mr. Robertson's reply was drafted to provide Newfoundland authorities with full explanation of why the Newman Sound area had been given preference as the site for the proposed national park. It also contained a detailed summary of the observations made by James Smart in his report of the various sites inspected. Mr. Robertson explained to Mr. Murray that, with respect to the Terra Nova River watershed, the development of power within a park for export was precluded by the National Parks Act. It was suggested that, of several courses open, one might be to exclude from the proposed park any land that might be affected by water power development. In return, a compensating area might be added. As a possibility, Mr. Robertson mentioned Maccles Lake to the west, which had outstanding scenic attractions and was widely known for its salmon fishing.

Forest Resources Considered

Considerable discussion had developed on the proposal that the forest resources of the park be harvested. The Honourable J.W. Pickersgill, Minister of Citizenship and Immigration and Member of Parliament for Bonavista-Twillingate, who had received a copy of Mr. Murray's letter, and the Dominion Forester, D.A. Macdonald, were consulted. Both favoured a forest management plan for the park. Consequently, the Deputy Minister's reply to Mr. Murray offered a concession that departed from prevailing forestry practices in national parks. The relevant paragraph read:

> *Under the Act and regulations it would be possible to carry out a fairly extensive programme of cutting in the interest of good forest management and protection. Of course, this would depend on the condition of the forests. However, I would think that after an inventory had been taken of the area, we would be able to adopt a plan of annual cutting which would provide considerable employment and substantial supplies of lumber. I should point out that any cutting under such a plan would have to be done in accordance with the best forestry practices and would be done under the immediate control of the officers of the park. It would be a cutting of trees selected and marked by park officers. Cutting on an ordinary commercial basis even in accordance with forest management principles, is not possible if a forest is to be preserved in a substantially natural state for park purposes.*[7]

In February, 1955, the provincial Minister of Mines and Resources, the Honourable F.W. Rowe, advised the Honourable Jean Lesage, Minister of Northern Affairs and National Resources, that it would not be possible for the Government of Newfoundland to indicate the limits of the proposed park until his officials had an opportunity of consulting with their federal counterparts. At the same time he expressed the hope that it would be possible for

the federal Government to proceed with legislation that would permit establishment of the park, once agreement on boundaries was reached. Later in May, Mr. Rowe visited Ottawa, and arrangements were made for the Chief Engineer of the National Parks Branch, G.L. Scott, to undertake a reconnaissance of potential park lands in Newfoundland.[8]

Mr. Scott made an inspection of the Burin Peninsula, Bonavista Bay, and adjacent areas from available highways and by helicopter, and had discussions with a number of Newfoundland authorities, including Dr. F.W. Rowe, and his Deputy Minister, P.J. Murray. Mr. Scott found the provincial representatives extremely reluctant to have included, in any national park, forested lands having a potential for commercial development. The report of a Royal Commission on forestry conditions in Newfoundland, recently tabled in the provincial Legislature, had indicated that any expansion of the pulp and paper industry of the province would require full use of the entire productive area of the island.

In the course of his discussions, Mr. Scott suggested that in lieu of lands within the Terra Nova River watershed which now appeared to be withheld for future power development, an area west of Clode Sound be considered. This area, drained by Northwest Brook and other streams had characteristics suitable for the support of wildlife, and also for the enjoyment of sport fishing. The provincial representatives, however, were reluctant to commit themselves on this area until it had been examined for its timber potential.[9]

Meanwhile, a bill amending the National Parks Act, which contained provision for the establishment of a new park in Newfoundland, was introduced in Parliament. It received assent on June 28, 1955, and authorized the proclamation of the new park when clear title to lands satisfactory to both Canada and the province was transferred to Canada.[10]

Provincial Reports

On August 31, 1955, Premier Smallwood again wrote Prime Minister St. Laurent concerning the proposed park. He agreed that the most suitable site for the proposed park was on the northeast side of Newfoundland in what is known as the Terra Nova area. There would be, he said, little difficulty in deciding the boundaries and transferring the land, but for two considerations. Firstly, there was a considerable potential for the development of electric power on the Terra Nova River which obviously would be exploited in the not distant future. It was, therefore, important not to include this area within the park. Mr. Smallwood also referred to the report of the Royal Commission on Forestry — generally known as the 'Kennedy' report — which had indicated that there was sufficient timber on the island to warrant the establishment of a third paper mill. Consequently, with his colleagues, he felt that it was essential that land bearing timber that would be required for a third paper mill should not be surrendered to the federal Government for park purposes. The provincial government, however, proposed, with the co-operation of the two existing paper companies, to make a detailed survey of the timber resources of the island, in which the proposed park area would be given early attention.[11] The survey was undertaken by Frank Jenkins, a consulting forester.

The next major development occurred in late December, 1955, when Premier Smallwood advised the Honourable J.W. Pickersgill by letter that the 'Jenkins' report on the timber resources of the proposed park area had been received. The report disclosed that about 60 per cent of the area was productive forest land, containing a large amount of merchantable pulpwood. This information, stated the Premier, appeared to rule out the possibility of the land being made available for park purposes unless something could be done to assure that the timber would be made available for the third paper mill, if and when it materialized.[12]

The contents of this letter were brought to the attention of the Minister of Northern Affairs and National Resources, the Honourable Jean Lesage, and his deputy, R.G. Robertson. The Director of Forestry, D.A. Macdonald, was consulted concerning the possibility of cropping the timber for commercial purposes or the establishment of a forest experiment station within the proposed park. Mr. Macdonald did not favour a forest experiment station, as similar stations already were in existence in Canada in five locations. Forestry Branch officials also found it difficult to give an opinion on timber cropping on the basis of information available at the time.

Matters remained static until October 2, 1956, when Mr. Pickersgill discussed with Mr. Lesage and his deputy, Mr. Robertson, the impasse which had developed in the establishment of the park, mainly over the question of harvesting the forested areas. Mr. Pickersgill expressed the opinion that some slight extension of the formula for forest management in the park which had been set out in Mr. Robertson's letter of October 26, 1954, to Mr. P.J. Murray might be sufficient to secure definite agreement on the park. Mr. Pickersgill proposed that, if and when a third pulp and paper mill was established, consideration be given to the cutting of timber for the purposes of the mill, subject to certain conditions. These would ensure that cutting would be carried out on a scientific and controlled management basis by park authorities; that operations would be confined to areas not visible to visitors; and that timber so cut would be sold to the provincial government or the operators of the paper mill at the full market price.[13]

After a review of the proposal by his senior staff, Mr. Lesage advised Mr. Pickersgill on October 17 that, in so far as mature and over-mature timber was concerned, the existing formula might be modified by the addition of the following paragraph:

> ***In general, the Department of Northern Affairs and National Resources would be prepared to operate on the basis that mature and over-mature timber would be cut up to but not exceeding, the natural increment of the forest — that is, the annual rate of regrowth. Such timber would, in the first instance, be used in so far as necessary for park purposes. Over and above that amount, the Department would be prepared to sell the lumber at commercial rates, a preference being given in such sales to a third pulp and paper mill, if and when one is established in Newfoundland.***[14]

A further stipulation imposed was that the formula

would be subject to total exclusion of trees along roads, in the park headquarters district, and in areas of development for tourist use.

Agreement is Reached

Apparently this information was passed on promptly to Mr. Smallwood, for, on November 13, the Premier advised Mr. Lesage that he had been informed that it would be possible to permit the harvesting of mature and over-mature timber in the proposed park up to but not exceeding the natural annual increment of the forest; to sell timber not required for park purposes; and to give preference in such sales to a third mill when one was established in the province. The assurance of these concessions evidently removed the last obstacle to the creation of the park for, as Mr. Smallwood declared,

> *I have consulted my colleagues and we have come to the conclusion that such an assurance would remove our fears. We are now prepared to have our officials discuss with the officials of your Department the appropriate limits of the park with a view to the earliest possible transfer of the land so that there will be no further delay in the establishment of the park.*[15]

Then followed discussions and correspondence involving officers of the federal and provincial government departments concerned with the administration of national parks and natural resources. Mr. Lesage confirmed by letter to the Honourable W.J. Keough, the provincial Minister of Mines and Resources, the policy that would govern the disposal of mature and over-mature timber in the park.[16] A proposal that the park should include an area in the vicinity of Northwest River, west of Clode Sound, collapsed when Mr. Keough reported that the area had hydro-electric power development possibilities. Eventually, on February 14, 1957, Mr. Keough, on behalf of the Province of Newfoundland, offered title to acceptable lands in two parcels, separated by a corridor required to facilitate the development of power from the Terra Nova River system, if undertaken. In his reply, Mr. Lesage suggested that title to the two parcels be transferred without the corridor, but that separate descriptions for each parcel be included. He also proposed that, should the province later require the smaller parcel for power development, the federal Government would, by joint agreement, have it withdrawn from the park by act of Parliament. This proposal was accepted, and agreement on the boundaries of a park was reached in March, 1957.[17] The westerly boundary extended in an irregular line southerly from a point east of Traytown on Alexander Bay to a point east of Northwest River on Clode Sound. The area enclosed Newman Sound, the entire northern coastline of Clode Sound, and the adjacent off-shore islands including Swale Island, eight kilometres in length.

By an order of the Executive Council, the Government of Newfoundland on April 2, 1957, transferred to Canada an area of 404 km^2 which, by complementary federal order in council, was accepted on April 11, 1957. The proposed agreement providing for the withdrawal from the park of any land required in future by Newfoundland for the development of hydro-electric power was completed by Mr. Keough and Mr. Lesage on March 12, 1957, under authority of the Governor in Council.[18] In accordance with legislation enacted in 1955, the new park, later named Terra Nova, was established by proclamation in *The Canada Gazette* on May 11, 1957. Following a survey of the park boundaries in 1958, the actual area of the park was determined to be 396 km^2.

The creation of Terra Nova extended the national park system to the most easterly part of Canada. It reserved as a public possession an impressive and spectacular section of Newfoundland's Atlantic coastline. Nevertheless, its area and characteristics fell short of fulfilling the hopes of the national parks officers who carried out the early field investigations. The park lacked an area capable of sustaining the woodland caribou, a species of the deer family that once inhabited the island in thousands. The possibility of making available to visitors the pleasures of salmon fishing was not realized. Over the park forests hung the spectre of a quasi-commercial cutting operation, destined to absorb their annual growth, should the pulp and paper industry of the province be expanded. As the St. John's *Evening Telegram* editorialized:

> *The Newfoundland national park, according to latest Canadian Press reports, has been cut in area from the original 400 or more square miles to 150 square miles on either side of the proposed transinsular highway. The effect of the reduction in area will be to destroy a great deal of the park's value as a wildlife refuge, a place of scientific study and for holiday recreation . . .*
>
> *It is a pity that out of 160,000 square miles a mere 400 or 500 could not be found some where for conversion into a national park without putting our whole industrial future in jeopardy. Ottawa has been ready since 1950 to set up a national park in Newfoundland, but the Provincial Government has spent seven years stalling. Their attitude has been that they'd be delighted to set aside an area for a national park provided the Federal Government would allow them to build a pulp mill in the middle of it, or open a mine, or start several sawmills, or build dams and canals for a hydro-electric development . . .*
>
> *Readers who recall the glowing articles and superb pictures of the proposed national park area published in The Telegram these past three years and who are familiar at first hand with the beauties, by sea and by land, of Clode Sound, Newman's Sound, and Alexander Bay, will be greatly disappointed that the National Park area could not have been extended to include much of this ideal territory, instead of being chipped down by political chisels to a mere right-of-way for a highroad.*[19]

Early History

Newfoundland was one of the first sections of North America to be discovered by Europeans. Some historians believe that John Cabot made his landfall of Cape Bonavista on May 24, 1497. The provincial capital, St.

John's, owes its name to the festival day of St. John the Baptist, celebrated on that date. England's first claim to the island was made in 1583 by Sir Humphrey Gilbert. A Crown or self-governed colony of Great Britain for more than 300 years, Newfoundland became the tenth province of Canada in 1949.

The fisheries of Newfoundland's coastal waters attracted world-wide attention and were responsible for many of the early settlements. The first permanent settlement of the island was attempted at Cupids on Conception Bay in 1610. Permanent occupation of the area in the vicinity of the park is believed to date from the 17th century. R.H. Tait recorded in his history of Newfoundland that Bonavista was one of its oldest settlements, and that the first school on the island was opened there in 1726.[20] Salvage, located on Bonavista Bay, also dates from the earliest days, and Happy Adventure, just east of the park boundary, was founded about 1868. Settlement later was extended to the Newman and Clode Sound areas, and is perpetuated in communities bearing such diversified names as Traytown, Sandringham, Eastport, Charlottetown, and Port Blandford.

The use of timber for boat-building led to the development of a lumber industry, and the population, scattered in small communities along the numerous bays and sounds, relied mainly on fishing and lumbering for a livelihood. Much of the area now within the park was cut over extensively in forest operations, and, as late as 1957, several small sawmills were functioning. Most of the mills were operated by steam, generated in wood burning boilers. A few were water-powered. Fires on mill sites were not uncommon, and occasionally surrounding forests were ignited. By 1950, many of the small-mill operators had been forced out of business, partly from a shortage of suitable logs, and also as a result of competition from dealers who imported cheaper lumber from the mainland of Canada. A few of the larger and better organized mill owners were able to continue operations until their sites were acquired for national park purposes in 1957. Among the last mills to close were the Turner mill at the mouth of Salton's Brook and the Lane mill at the head of Newman Sound. Farther east at Minchin's Cove, also on Newman Sound, were the Powell and King mills. One mill remains in operation in Charlottetown, which together with a small surrounding area was excluded from the park on its establishment.

Early Development

Following agreement between Canada and the province on boundaries, development of the new park was commenced in May, 1957. Operations were concentrated at a park headquarters site located at the head of Newman Sound. Acting Park Superintendent, Fred Dunphy, supervised contour surveys for the location of buildings, access roads and visitor accommodation. A temporary work camp was established at Lane's wharf and administrative assistance was recruited. Early supplies and materials were transported from railhead at Alexander Bay to Happy Adventure by road and shipped from there by boat to a wharf at headquarters. By July, 1957, access from the railway to Salton's Brook by highway and road was possible, cutting the water route to less than three kilometres. Temporary buildings erected in 1957 included two bunk houses, a cook-house, wash-house and several small structures. In June, 1958, a permanent superintendent, J.H. Atkinson, was appointed and during that year construction of roads, buildings and visitor services in final locations was accelerated. A park warden service was established under a Chief Park Warden, Ben Roper, and a forest management plan embarked on. Progress made in the construction of the Trans-Canada Highway from the north gradually facilitated its use by vehicles transporting essential supplies.

Park Buildings

The headquarters site selected for the development of a maintenance compound, an administration building, and a staff residence area was located on a bench overlooking Newman Sound and accessible by roads leading from the Trans-Canada Highway. Early permanent buildings erected in 1958 included four single and two duplex staff dwellings, a warehouse, workshop, power house, and lumber storage shed. In 1959, a handsome superintendent's residence overlooking Newman Sound was completed, a new wharf and adjoining boat gear building constructed, and a central garage erected in the maintenance area.

A water system was developed by sinking two wells near the mouth of Big Brook and construction of a 909-hL reservoir served by pumps. A start was made in 1959 on the construction of an administration building, which was completed and brought into use in 1960. During 1961, an information centre located on the road serving the administration building was completed. A concrete ramp adjoining the headquarters wharf was poured in 1962 and a new 13-m patrol boat was built by park staff.

Visitor Accommodation

Early consideration was given to the provision of visitor accommodation in the park. Plans were developed in 1957 for the construction by the National Parks Branch of a bungalow cabin camp on Newman Sound about 800 m south of the park wharf. The first ten cabins, consisting of five single and five double units, were erected in 1958 under a winter work program. An access road to the cabins was completed in 1960 and the buildings were leased that year to a concessionnaire following a public call for tender. In 1961, an additional nine single cabins were added to the concession. During the first two years of operation, one double cabin was allocated to the concessionnaire for administration and staff purposes, but in 1962 a combined administration and services building was added. This structure accommodated a restaurant seating 32 patrons, a grocery and souvenir store, a large kitchen, and living quarters for the manager and his staff.

Official Opening

Progress made in the development of the park by May, 1960, prompted the Honourable Alvin Hamilton, Minister of Northern Affairs and National Resources, to forecast its formal opening in 1961. The official host at the function, held on July 15, 1961, was, however, the Honourable Walter Dinsdale, who had succeeded Mr. Hamilton as Minister in October, 1960. On 'opening day', the 43 km of the Trans-Canada Highway within the park had been completed and paved, adequate administration, staff, and maintenance buildings had been erected, a start

made on the development of a modern serviced campground, and several picnic sites had been provided along the main highway.

The ceremonies were staged in the vicinity of the park wharf on Newman Sound. The Honourable William J. Browne, M.P. for St. John's West and Solicitor General, presided as chairman. Dedication addresses were delivered by Premier Joseph R. Smallwood of Newfoundland, and the Honourable Walter Dinsdale. Premier Smallwood expressed the thanks of the people of Newfoundland for the contribution of the Government of Canada in the development of the park, which he termed "a blessing from Heaven — a gift of God".[21] Mr. Dinsdale commented on the choice of the name 'Terra Nova' for the new park. He prophesied that "this park will be new land too, for Canadians, who will throng in increasing numbers to see Newfoundland scenery at its finest, for United States visitors who are finding in your province new vacation vistas, and for Newfoundland expatriates who can now return home to holiday in a superb national park, so truly characteristic of the Island". Mr. Dinsdale concluded the program by unfurling the Canadian ensign.

Highway Development

A dominant feature of the park is the 42-km stretch of the Trans-Canada Highway which traverses almost its entire length. Original plans of the provincial Government called for construction of the highway along a route situated from 1.6 to 8 km east of the Newfoundland railway but, during negotiations leading to the establishment of the park, agreement was reached on a location nearer to Newman Sound. In April, 1955, Premier Smallwood had written to Prime Minister St. Laurent explaining that, by the end of the year, only a comparatively short gap in the trans-island road would remain, much of which would pass through the area proposed for the park. Anxious to have the highway completed, Mr. Smallwood asked for assurance that, if any portion of the right-of-way was included in the park, the federal Government would reimburse the province for the cost of its construction. This request was acceded to, on the understanding that the National Parks Branch was consulted in the selection of the route, and that the national park would be established within a year of the completion of the grading of the road.

The feasibility of an alternative route was determined by a reconnaissance survey undertaken in October, 1955, by G.L. Scott, Chief Engineer of the National Parks Branch. Mr. Scott was accompanied by two officers of the Newfoundland Government and a member of the Canadian Wildlife Service. The route chosen led easterly from a point near Alexander Bay Station almost to the Southwest Arm of Alexander Bay, and thence southerly over high land west of Newman Sound to Charlottetown on Clode Sound. From Charlottetown, the road followed the sound westerly to the park boundary.

A contract for the construction of a section of the highway north of Big Brook was let by the Province of Newfoundland in 1956, but after the park was established in 1957 completion of this stretch and construction of the southern section was supervised by the federal Department of Public Works. A link-up between the northern and southern sections was made in 1959 and, by November, grading of the entire route had been completed. The highway within the park was paved with asphalt in 1960 to a width of 13 m.

Most of the road system in the park headquarters area was constructed between 1958 and 1960. These roads provide access to the maintenance compound, the park wharf, the staff housing area, administrative headquarters and Newman Sound campground and picnic areas. Access roads to fire detection towers at Blue Hill and Ochre Hill were cleared in 1958 and gravelled in 1959, but were not completed to secondary road standard until 1964. In 1958, the federal Government co-operated with the province in the construction of a road providing access to the settlement of Terra Nova from the Trans-Canada Highway. The 3.5-km section in the park later was improved by widening, grading and gravelling between 1959 and 1967. A major secondary road project was undertaken in 1961 by the construction of a link in a new road connecting the Trans-Canada Highway with Eastport. The work within the park involved eight kilometres of difficult construction, including a rock-filled causeway nearly two kilometres in length across the mouth of Broad Cove. This new road was completed in September, 1965, and visitors using it obtain spectacular views of Alexander Bay, Broad Cove and Southwest Arm.

Camping Amenities

Residents of Newfoundland are dedicated enthusiasts for outdoor recreation, and early plans for park development made provision for both campgrounds and picnic areas. The principal campground was located at the head of Newman Sound south of park headquarters, on a site previously occupied by the dwellings of the Lane Sawmill employees. The first section of the campground was cleared in 1959. In 1960, three kitchen shelters were erected and the installation of water, sewage and electrical services was undertaken. Although not officially open, the campground was used in 1960 and 1961 by hardy campers. With the opening of the 1962 season, 100 individual sites were made available and the issue of camping permits was instituted. Additional kitchen shelters, a laundry building and combination toilet and shower buildings were added, and by 1963 the development of Area No. 1 containing 125 campsites had been completed.

The development of Area No. 2, designed to accommodate 210 campsites, was commenced in 1964. At the end of the 1966 season, kitchen shelters, a laundry building, and toilet-shower buildings were available to visitors, bringing the number of campsites to 332. The final development of Newman Sound Campground got under way in 1967 when work on Area No. 3 was undertaken. Following the installation of services and erection of buildings, this section containing 85 campsites was available for use in 1968. During the 1968 season, more than 100,000 campers were accommodated.

Construction of a new campground adjacent to Highway No. 39 on Alexander Bay was undertaken in 1971. It is expected that the campground will be available to visitors in 1974.

A move to provide visitors with camping space in more remote areas was made in 1967, when development of two primitive campsites was commenced on Newman Sound at Minchin's Cove and at South Broad Cove. Both areas

were the sites of abandoned sawmill communities, and are reached over water by boat. Wharves were constructed at both sites, and by 1969 the South Broad Cove area was equipped to accommodate visitors. The Minchin's Cove site has yet to be fully developed.

Picnic Areas

Following completion of the Trans-Canada Highway, the Park Superintendent developed several picnic or day-use areas along the roadside to permit rest and lunch stops. In 1960, picnic sites equipped with tables and supplied with fresh water were opened at Cobbler's Brook on Clode Sound, at South West Brook north of park headquarters, and at Burnt Point on the Eastport road, 1.6 km east of Traytown. Between 1961 and 1967, a well-equipped picnic area was developed adjoining the Newman Sound Campground. Another picnic site was developed at the mouth of Salton's Brook in 1962 and made accessible by road from the Trans-Canada Highway. More remote picnic grounds also were laid out at Platters Beach on Clode Sound in 1967 and at the head of South West Arm in 1969. The site at Platters Beach remains accessible only by boat, but that at South West Arm was made accessible from the Trans-Canada Highway in 1969, when a commodious parking lot was completed.

Sandy Pond Day-use Area

Early in 1964, the development of a public recreation area at Sandy Pond, about seven kilometres south-west of park headquarters, was undertaken. Construction of an access road and a parking area, together with a clean-up of proposed beach and picnic areas, was carried on that year. The area was opened to the public in July, 1965, after construction of a change-house and a kitchen shelter and the provision of a water supply and sanitary features. The pond is fringed by a sloping sandy beach which provides safe bathing for both adults and children. Maintenance of a satisfactory water level throughout the summer season was assured by the construction of a temporary wooden dam at the outlet of the pond in August, 1965. This structure was replaced by a concrete dam in 1968. The popularity of the area, which was enhanced by the construction of a board walk along the beach, led in 1969 to the development of an additional parking lot to accommodate the cars of visitors. In 1970, the picnic area was expanded, a new section of artificial beach developed, and both parking lots were paved.

Forest Protection

Action to protect the forests of the park was taken immediately following its establishment. Authority was obtained from Treasury Board to have forest fire protection carried on by the Newfoundland Department of Resources during the fiscal year 1957-58 at cost, pending the organization of a park protective service. In 1958 a park warden service was established, staff dwellings erected at park headquarters, and a warden station built on the Trans-Canada Highway near the Village of Charlottetown. A fire detection tower was erected on Ochre Hill mid-way between Newman Sound and Clode Sound in 1958, and a similar tower overlooking Blue Hill Pond was constructed in 1962. Access to both towers was provided by roads from the Trans-Canada Highway which later were improved. Patrol cabins were built at Dunphy's Pond and at Park Harbour in 1961. The cabin at Dunphy's Pond is accessible by trail from the Trans-Canada Highway and that at Park Harbour by boat.

In 1965, a third fire tower was erected on a site overlooking the west side of Dunphy's Pond. This tower, known as Gros Bog, was put into operation in 1966, having been made accessible from the Terra Nova Road by bombardier trail. Situated at an elevation of 216 m above sea level, it provided a remarkable view of the southwestern portion of the park. During the spring of 1970, an additional fire tower was located on Park Harbour Hill. This building, incorporating a radical new design, was airlifted to the site in sections by helicopter. On completion, it provided an excellent coverage of territory between Newman and Clode Sounds and obviated the need for the Ochre Hill Tower for fire detection purposes. Consequently, the latter structure was made available to the park interpretation service for use in conjunction with the Ochre Hill Nature Trail. The development of a park radio-telephone system, which permitted communication from park headquarters to warden stations, fire towers, and most park vehicles, made the work of protecting the forests much easier.

Water and Power

By 1965, the water supply at park headquarters was inadequate to meet the demand resulting from campground and other developments. Steps were taken that year to obtain water from Rocky Pond by installing a pipe line. Development of the new water system involved construction of a large underground reservoir and a pump house on a site located a short distance from the original wood-stave reservoir. The installation of a new distribution system, designed to provide water to Areas 2 and 3 in the Newman Sound Campground, was commenced early in 1966. The water line from Rocky Pond and the main reservoir structure were completed by late autumn that year but the installation of pumping and chlorinating equipment, testing, and other essential work delayed full operation of the new system until 1967.

An increasing need for electric power, originally developed from a diesel plant in the compound area at park headquarters, led to negotiations in 1965 with the Newfoundland Light and Power Company in order to have its power lines extended from Traytown. Following completion of a franchise agreement in April, 1966, under the terms of which the Government of Canada made a substantial cash contribution to the cost of installation, the company built a three-phase power line to park headquarters, a distance of about 16 km. Clearing of a right of way and installation of the line was carried out in 1966 and the final power hook-up was completed in January, 1967. By the agreement, the company obtained the exclusive right to sell electric power to the federal Government, which in turn retained the right to resell power to customers in the park. A unit of the original diesel power plant was retained for use in emergencies.

Park Interpretation

A national park interpretation program was inaugurated in Terra Nova Park in 1967, when a park naturalist and an assistant naturalist were appointed to the staff. That year, visitors were invited to participate in conducted walks in the Newman Sound area, and to attend talks

illustrated with slides and films held in the vicinity of the Newman Sound Campground. The Sandy Point Nature Trail also was developed that year along the shore of Newman Sound north of the park wharf. In 1968, a second nature trail was laid out in the vicinity of the Ochre Hill fire tower, which later was turned over to the Interpretation Service.

The interpretation program was broadened in 1969. Office and laboratory space was made available in the Park Information Centre, and a large trailer was acquired for use in the vicinity as a temporary exhibit centre. Projection equipment installed in the trailer permitted the showing of slides accompanied by a sound narrative. Additions to the seasonal interpretation staff in 1969 resulted in an expanded program. Better accommodation for park visitors attending the talks and film showings arranged by the park naturalists resulted from the completion, early in 1970, of a new outdoor amphitheatre in the vicinity of the Newman Sound picnic area. Equipped with sound projection equipment, it seated an audience of several hundred.

The first of several on-site exhibits planned for the park was installed at the Ochre Hill Tower in 1970. It explains the geological history of the park and the influence of the Ice Age on the landscape as it exists today.

The Future

Although it does not contain all the physical and aesthetic features originally envisioned by its sponsors, Terra Nova National Park has achieved an ever-increasing popularity with residents of, and visitors to, Newfoundland. The Trans-Canada Highway provides access to the park from both the north and the south, and satellite roads lead to numerous points of attraction. In 1960, a year before its formal opening, the park was visited by some 20,000. The following year, with campground and other accommodation available, the park was host to nearly 30,000 visitors. By the end of 1965, the annual attendance had exceeded 100,000, and by 1969 it was more than 300,000.

Newfoundlanders are avid campers and picnickers, and the areas provided for these forms of recreation also received a growing patronage. Between 1963 and 1967, the number of campers in the park quadrupled from 8,000 to 34,000. Currently, the extension of picnic or "day use" areas, which in 1971 could accommodate 1,000 persons, reflected the popularity of this form of amenity.

It seems unlikely that the area of Terra Nova Park will be enlarged in the future. There are, however, many interesting portions of the park that have yet to be made easily accessible. Some of these lend themselves to development as interpretation areas, in which the natural phenomena are explained by on-site exhibits and talks by members of the Park Interpretation service. As access to these areas is made possible by the construction of secondary roads and walking trails, a growing appreciation of the park and its unique geological and physical attractions may be expected.

Endnotes

1. Newfoundland National Convention, Report of meetings between Delegates from the National Convention of Newfoundland and Representatives of the Government of Canada (2 volumes), 1947 National Library, Ottawa.
2. National Parks Branch File T.N. 2 (volume 1).
3. Ibid., Feb. 13, 1951.
4. Ibid., Dec. 24, 1953 (volume 2).
5. Ibid., Feb. 3, 1954 (volume 2).
6. Ibid., Oct. 1, 1954.
7. Ibid., Oct. 26, 1954.
8. Ibid., May 2, 1955.
9. Ibid., May 31, 1955.
10. Statutes of Canada, 3-4 Elizabeth II, chap. 37 (1955).
11. National Parks Branch File T.N. 2 (volume 2).
12. Department of Northern Affairs and National Resources File No. 33-11-1 (volume 2), Dec. 28, 1955.
13. National Parks Branch File T.N. 2 (volume 2), Oct. 3, 1956.
14. Ibid., Oct. 17, 1956.
15. Ibid., Nov. 13, 1956.
16. Ibid., Jan. 28, 1957.
17. National Parks Branch File T.N. 2 (volume 3), March 28, 1957.
18. Order in Council P.C. 1957-519, April 11, 1957.
19. St. John's *Evening Telegram*, April 12, 1957.
20. R.H. Tait, *Newfoundland. A Summary of the History and Development of Britain's Oldest Colony from 1497 to 1939* (New York: Harrington Press, 1939).
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Kejimkujik National Park

Canada's heritage of outstanding wilderness areas was enhanced by the creation of Kejimkujik National Park in Nova Scotia. In contrast to the maritime character of Cape Breton Highlands Park, Kejimkujik Park forms an excellent example of inland Nova Scotia. It lies in the western part of the province, approximately midway between Annapolis Royal and Digby on the Annapolis Basin to the northwest and Liverpool on the Atlantic Ocean to the southeast. It is accessible from both north and south by Provincial Highway No. 8, which intersects the entrance road to the park just south of Maitland Bridge. Incorporating an area of approximately 375 km^2, the park is a land of numerous lakes — many of them dotted with islands — of tumbling streams, and of rocky landscapes having a background of coniferous and hardwood forests. The park takes its name from the largest lake within its boundaries, Kejimkujik, a Micmac word that has been given various translations. One authority has stated that the name, which has several spellings, means 'attempting to escape'. Another has alleged that the meaning is 'swelled parts'.[1] A more credible translation, suggested by Thomas Raddall, is 'the stricture passage', given by the Micmacs to the outlet of the lake, when fish weirs constructed by them backed up the water and caused the lake to "swell".[2] The spelling, 'Kejimkujik', adopted for the park, was approved by the Geographic Board of Canada on March 18, 1909.

Many of the physical features of the park were sculptured by the last Ice Age in Canada. Thick glaciers and sheets of ice then covered the area, scouring the rocky outcrops and gouging out depressions which now contain shallow lakes. After the climate became warmer and the

ice melted, huge granite boulders carried along by the ice were left scattered across the land or in the lakes. The layer of soil left behind after the retreat of the ice is generally thin and rocky. In the eastern part of the park, where the soil has more depth, it was pushed into dome-shaped or elongated hills known as drumlins. The western part of the park, which has a higher elevation, is underlain by granite, and is quite rocky.

Kejimkujik Lake is about eight kilometres long and five kilometres wide. It is fed by three rivers and several streams, and is drained by the Mersey River. The Mersey enters Kejimkujik Lake at its northeastern corner and leaves it, through George Lake, at the southeastern end. One area of Kejimkujik Lake is so shallow and boulder-strewn that it is hazardous for boating. Peskawa and Peskowesk Lakes in the southwestern part of the park and Big Dam and Frozen Ocean Lakes in the northwest are among the largest bodies of water. All drain southeasterly into the Mersey River. Grafton Lake is the largest in the eastern portion of the park.

Early Park Proposals

Representations for the establishment of a second national park in Nova Scotia took form as early as 1945. That year, the Annapolis Valley Boards of Trade at a meeting in Kentville sponsored a resolution recommending the creation of a national park on Cape Blomidon, overlooking Minas Basin. The proposal was referred to Premier A.L. Macdonald of Nova Scotia, who, in turn, passed on the recommendation to the federal Minister of Mines and Resources, the Honourable J.A. Glen. Mr. Glen reminded Premier Macdonald that Cape Blomidon had been one of the areas considered as a national park in 1934, when the site had been rejected as it failed to meet national park standards.[3] However, a lobby for reconsideration of this area continued, and recurring proposals that Cape Blomidon be made a national park led to a re-examination of the area in May, 1949. This was undertaken by James Smart, Controller of the National Parks Bureau at Ottawa, in the company of E.L. Boulter, Assistant Provincial Forester. Mr. Smart reported that he could not recommend the acceptance of the area for development as a national park.[4]

In December, 1960, Premier R.L. Stanfield discussed at Ottawa with the Honourable Walter Dinsdale, Minister of Northern Affairs and National Resources, the establishment of a second national park. Cape Blomidon again was mentioned, but, as Mr. Dinsdale remarked, it had been studied on two previous occasions and considered unsuitable.[5] Another area mentioned was one in southwestern Nova Scotia, but no commitments were made. The subject was discussed again by Mr. Stanfield and Mr. Dinsdale in the summer of 1961. In October, Mr. Dinsdale suggested to Mr. Stanfield by letter that the matter of another park might be clarified if the province would make a selection of several areas with park potential that might be studied and reported on. This proposal was accepted, and in May, 1962, arrangements were made for the initial field examination of three proposed areas.[6] These included an area around Kejimkujik Lake; an area in Cape Blandford on the southern Atlantic coast west of Halifax; and Cape Blomidon. The study group, consisting of two officers of the National Parks Branch at Ottawa and a representative of the provincial government, reported favourably on the Kejimkujik area after a brief field examination in June. A recommendation that the site be examined in detail was adopted and in September, 1962, it was implemented. The inspection team was composed of two members of the Planning Division of the National Parks Branch at Ottawa, Lloyd Brooks and G.D. Taylor, and the chief park naturalist, Dr. G. Stirrett. The province was represented by the Deputy Minister of Lands and Forests, Dr. G.W.I. Creighton. With the aid of maps, aerial photographs, and land, water and air transportation, the area was thoroughly examined and tentative boundaries were outlined.

A comprehensive report prepared by the participating National Parks officers indicated that an area of about 388 km^2 surrounding Kejimkujik Lake would constitute a valuable addition to the national park system. The report also recommended that the park, if established, should include a representative stretch of the provincial coastline, as represented by areas at Cape La Have Island east of Liverpool and Hell Bay at the entrance of Medway Harbour.[7]

The Park Takes Form

A copy of the report was forwarded to Premier Stanfield on December 28, 1962. In his covering letter, Mr. Dinsdale advised the Premier that if the report was acceptable to Nova Scotia he would recommend to his colleagues that the federal Government accept the obligations involved in developing a second park in Nova Scotia.[8] At a meeting in Ottawa on February 25, 1963, Premier Stanfield confirmed that the province was prepared to make the necessary lands available, subject to the delimitation of boundaries and agreement that the water supply for existing hydro developments outside the park would not be impaired by future park development.[9] The offer was accepted and a boundary survey proposed. A federal election held in April, 1963, resulted in a change of government. However, Premier Stanfield promptly reaffirmed the desire of the province to proceed with the proposed park. The new federal minister responsible for national parks, the Honourable Arthur Laing, concurred in the proposal and obtained the approval of the Cabinet on June 6, 1963. A press release issued jointly by Mr. Laing and Premier Stanfield on July 24, 1963, committed both the federal and the provincial governments to the establishment of a new park.[10]

Action to determine the final boundaries of the new park was taken in August, 1963, when officers of the National Parks Branch and those of the Provincial Department of Lands and Forests met in Halifax. Aerial reconnaissance flights were made over Kejimkujik Lake and the coastal areas under consideration. In July, 1964, a formal request was made to the province for an additional 222.5 ha along the proposed northeastern boundary of the Kejimkujik area to facilitate the construction, in the best possible location, of an entrance road from Highway No. 8.

The province commenced acquisition of privately-owned lands in August, 1964. Land assembly was facilitated by an exchange made with a large paper manufacturing company in order to include in the park some 16,188 ha southwest of Kejimkujik Lake. The initial transfer of title by the province to Canada was made in October, 1964. The enacting order in council, however,

indicated that the lands had been acquired under the Expropriation Act for a "recreational area". On the recommendation of the Department of Justice, it was suggested to the province that special legislation be enacted authorizing the acquisition of land for the purpose of a national park. This legislation was passed by the province in March, 1965, and opened the way to the acceptance of title to lands by Canada.[11] Additional delay occurred when legal officers in Ottawa ruled that the provincial order in council transferring the land to Canada failed to transfer its administration and control without qualification. It was suggested that exclusive jurisdiction including that over mines, minerals, timber, fishing and hunting might be effected by agreement between the province and Canada.[12] This information was relayed to the Deputy Minister of Lands and Forests for Nova Scotia, and a draft agreement, drawn along lines of an agreement completed in 1936 between Canada and Nova Scotia respecting the establishment of Cape Breton Highlands Park, was enclosed.

An acceptable transfer of title to the proposed park lands from Nova Scotia to Canada was made in May, 1967, and formal acceptance was authorized by the Governor General in Council on July 26, 1967.[13] The order in council also permitted the Government of Canada to enter into the proposed agreement with Nova Scotia. The agreement, signed in August, 1967, on behalf of Canada by the Honourable Arthur Laing, Minister of Northern Affairs and National Resources, and by the Honourable E.D. Haliburton, Minister of Lands and Forests for Nova Scotia, confirmed the transfer of the lands, including mines and minerals, and gave Canada exclusive jurisdiction to legislate in the management, operation, maintenance and preservation of the lands as a national park. The agreement also provided that neither party would permit the construction of works that, in any way, would alter the flow of or impair the quality of water of the upper Mersey River system flowing through the lands.[14]

Meanwhile, the formal establishment as a national park of the two areas transferred was delayed. Normally, new national parks were established by proclamation in *The Canada Gazette* pursuant to statutory authority authorizing the establishment of such park. A bill to amend the National Parks Act was prepared and printed in the spring of 1964, but was not acted on. Legislation which would have provided authority for the establishment of the park was prepared in subsequent years, but, for various reasons, the bills were not proceeded with. Finally, on May 7, 1974, royal assent was given to an amendment to the National Parks Act which authorized including in the Schedule of the Act a description of the lands forming Kejimkujik National Park. Pending this legislation, the protection of game was facilitated by the Province of Nova Scotia in October, 1967, when by Order in Council it established the proposed park area as a game sanctuary.

Indian Occupation

Much of the land now forming the park was once the home of the Micmac Indians. This branch of the Algonquins at one time occupied the entire area of what is now Nova Scotia, as well as the northern part of New Brunswick and all of Prince Edward Island. Evidence of the popularity of Kejimkujik Lake with Indians as a camping spot remains in etchings or petroglyphs found on the slate outcrops along the shores. These 'sketches', which represent drawings of animals such as moose and caribou, hunting and fishing techniques, and Micmac women's headgear, are prominent at the entrance to Fairy Bay, at Peter Point, and at George Lake. Their existence was first noted historically by James More in 1873. Artifacts in the form of arrowheads, spearheads, and tomahawks have been found at former campsites and along canoe routes.

About 1835, some of the Micmacs were encouraged by government officials to abandon their nomadic life and settle on reservations. One such reservation, described by Joseph Howe in 1842 as the "Fairy Lake Indian Reserve", was located within the present park boundaries.[15] The most prominent Indian in the settlement was John Jeremy, who, with his family, lived on what is now Jim Charles Point. Altogether, about 40 Indians lived around Fairy or Kejimkujik Lake. Some years later, Jim Charles became a leading member of the Kejimkujik Lake Indian settlement. He registered title to land at Jim Charles Point in 1862, having acquired the holdings of six other Indians. Jim Charles also attained some fame as a discoverer of gold, and although he was considered affluent for a few years he died in poverty. According to Thomas Raddall, the well-known Nova Scotia author, the Jim Charles mineral find lay far to the west of Kejimkujik Lake on the Tusket River. Eventually, it was staked as a claim and developed by others.[16]

Pioneer Settlement

Early settlement of Queens County moved northerly from Liverpool, which was established in 1764. Caledonia, the largest village near the park, was settled in 1820, and Grafton, Harmony and Kempt about 1821.[17] Concurrent with settlement was the development of the lumbering industry, which utilized the Mersey River for spring drives of logs downstream to mills at Milton and other points near Liverpool. Large sawdust piles and accumulations of slabs at various points in the park remain as evidence of a vanished industry. Big Dam Lake and Mill Falls no doubt owe their names to the lumber trade which, about 1842, supported in Queens and adjacent counties nearly 60 sawmills.[18] Following the discovery of gold in the vicinity, Caledonia became the centre of a boom that reached its peak in the 1890's. A weekly newspaper, the "Caledonia Gold Hunter", established there in 1888, continued publication, under an expanded name, for nearly 50 years before its plant was destroyed by fire.

The Resort Period

Early in the 20th century, Kejimkujik Lake began to take form as a resort area. In 1908, A.B. Payne described a canoe and fishing trip through the interior of Nova Scotia, which had its start at Jacques Landing on the Mersey River just above its entry to Kejimkujik Lake. The visitor potential of the area was recorded in 1873 by James F. More, who described the attractions of the islands in Kejimkujik Lake — which he called Cegemecaga — and the abundance of game fish.[19] Gradually lodge and cabin accommodation was erected, boat and guide services established, and, in years following, vacationers found in the area a quiet and relaxing holiday.

Ked-ge Lodge, the largest of the tourist developments, had its start as a rod and gun club. It was established in 1908 on Jim Charles Point by a group of sportsmen from Annapolis Royal and the eastern United States. Paying guests were accepted from 1909 on, when the original central building was built. Ownership of the lodge and cabins changed hands several times between 1944 and 1964, when the site was expropriated for park purposes. Other developments on the lake included Merrymakedgie, a group of buildings built by the Minard brothers about 1911. The last owner was Arthur Merry, who gave his name to the cabins. Rogers Cabins, located at Jacques Landing on the Mersey River, hosted the annual meeting of the Nova Scotia Guides Association for many years. Baxter's Camp on Indian point, a short-lived development, was operated during the 1920's and later disappeared. A number of privately-owned cottages scattered around the lake also existed for some years before they also were acquired by the Government of Nova Scotia during its assembly of the land that forms the national park.

Park Development

Much thought and effort went into the planning and development of Kejimkujik National Park. In contrast to earlier units of the national park system, it contains no townsites, no overnight accommodation for visitors except campgrounds, and no retail outlets other than small concessions for the sale of food and essentials to campers. Its recreational amenities include no golf course, tennis courts or other features normally associated with urban communities. On the other hand, planning was designed to accentuate opportunities for the enjoyment of a healthful outdoor vacation. Generally, development was directed to the provision of buildings and services that would permit adequate administration of the park and the use by visitors of campsites, picnic areas, beaches, waterways and other features that enhanced its image as a "family" park.

Field studies undertaken in 1964 by National Parks officers led to the preparation of a conceptual or provisional master plan. This was approved, subject to future revision, in January, 1965. The plan, with later amendments, provided for the zoning of the park into areas having four distinctive classes. One class provided scope for the development of outdoor recreation areas, another for wilderness recreation. A third class made provision for natural environment areas, which form a transition zone between development and wilderness areas. A fourth or special class of area is intended to preserve unique ecological features. The development plan also recognized the need for primary and secondary access roads, the development of sites for administration and maintenance buildings, and areas set aside for day use, picnicking, camping and the enjoyment of other forms of outdoor recreation. With the aid of professional planning consultants, details of the development of selected areas were worked out and a phased program was adopted.

Legal complications had helped delay the transfer from Nova Scotia to Canada of a satisfactory title to the lands that would form the park. In order that essential development might be undertaken, the Honourable Arthur Laing requested and obtained early in 1965, from the provincial Minister of Lands and Mines, the Honourable E.D. Haliburton, consent for park forces to enter on the land. This permission cleared the way for the completion of essential surveys for road and site development, clearing of rights of way and sites for buildings, and the demolition of existing buildings surplus to park requirements.

An experienced park superintendent, C.E. Doak, assumed the administration of the park in April, 1965. He carried out the duties of administration from the regional national park headquarters at Halifax until July 6, when he took up permanent residence in the park area. Meanwhile, a park staff was recruited, and a resident engineer, an accountant, a park warden and other staff commenced their duties early in the summer of 1965. A temporary headquarters was established on the site of the former Rogers Cabins development at Jacques Landing on the Mersey River. Several of the buildings formerly used for the accommodation of visitors were converted for use by park forces as an office, carpenter shop, store buildings, and other purposes. A work camp was established by the use of trailers, which provided kitchen and dining, ablution and guest accommodation. Complete water and sewage systems were installed to service the trailers, temporary park headquarters, and the field office of the Department of Public Works. Improved office accommodation was provided by the erection of a prefabricated building in February, 1966.

An area for a new headquarters complex about 1.6 km west of the park entrance on Highway No. 8 had been selected late in 1967. Here, sites for an administration building and a large parking lot were surveyed. Construction of this building, which incorporates a visitor information bureau, was commenced in September, 1968. Following installation of essential services it was completed in the spring of 1969. In 1968, the development of a work and service compound in the vicinity of the administration building also was undertaken, and by the end of the year the access road had been completed and water, sewer and other services installed. The compound building was completed and occupied in 1969.

Staff Accommodation

Following the appointment of a park superintendent and staff in 1965, several cottages in the former Merrymakedgie cabin complex on the eastern shore of Kejimkujik Lake were utilized as temporary staff quarters. In the autumn of 1965, a staff trailer area was cleared adjacent to Highway No. 8 and by March, 1966, all temporary staff accommodation had been relocated on this site. In 1967, a decision was reached that park administrative staff, other than park wardens, would be located permanently outside the park. Arrangements were made by the Department of Indian Affairs and Northern Development for the purchase of 12 lots in the Municipality of Caledonia from the Nova Scotia Housing Commission.[20] Construction of five houses was commenced in November, 1967, and the buildings were completed and occupied in September, 1968. Three additional staff houses were built in 1969. The departure from the normal practice of providing accommodation within a park was made in order that employees and their families might enjoy the economic, social and educational advantages of living in an urban community. Conversely, dwellings for the park warden staff were erected in the park near the administrative headquarters and the indus-

trial area where warden equipment and vehicles are stored.

Highway Construction

Although tourist accommodation developments and some privately-owned cottages on Kejimkujik Lake had been accessible prior to the establishment of the park, the access roads were relatively primitive and their use was limited at times by seasonal conditions. During the early development of the park, these roads, which branched off from Highway No. 8, were maintained in passable condition. Location surveys for roads envisioned by planning proposals had been instituted in October, 1964, and continued into 1965. By June, 1965, the final location for the main park highway from a point just east of Maitland Bridge on Highway No. 8 to the outlet of Grafton Lake had been confirmed. General locations also had been made for access to Jeremy Bay, Big Dam Lake, Indian Point and Peskowesk Lakes from a proposed road that on completion would encircle Kejimkujik Lake. Work on the main highway from the park entrance was started under contract in March, 1966, and the 11-km stretch was completed in August, 1967.

Second only in importance to the main highway was the provision of an access road to Jeremy Bay, where the first major park campground was to be located. An important factor was the selection of a site for a bridge over the Mersey River. The final location was made in June, 1966, and construction of the bridge and an access road to Jim Charles Point on Jeremy Bay got under way in April, 1967. The main road, together with a short access road to the site of the campground, was completed in July, 1968. Erection of the Mersey River bridge was finished in September, when it was opened to traffic.

Campground Development

A small campground had been operated by the owner of the Merrymakedgie Cabins before the site was acquired for park purposes. In the course of the park development program, this area was tidied, a water supply provided from an existing well, and picnic tables and outdoor fireplaces installed for the accommodation of campers on a temporary basis. During the summer of 1964, the facilities were utilized by 51 camping parties, and the following season over two hundred campers used the area.

The development of the park's first major campground at Jeremy Bay on the northern shore of Kejimkujik Lake was started in 1967. The overall plan called for its phased development in three separate areas, bearing the names of Meadow, Slapfoot and Jim Charles. Work was concentrated on the Slapfoot or central area, and by the end of the year 88 individual camping sites had been laid out, access roads completed, and 44 outdoor concrete fireplaces built. Two service buildings containing washroom and sanitary facilities were completed in 1968, and the area opened for public use early in July. A temporary water service provided in 1968 was replaced the following year when permanent water and sewer services were installed.

Work on Area No. 1 or the Meadow section also was commenced in 1967 and continued during the next two years. Following the erection of service buildings and installation of water, sewer and electric services in 1969, 154 additional campsites were available to visitors. Clearing for the third or Jim Charles area was commenced late in 1968. Individual campsite development, service building construction, and installation of services was carried on throughout 1969, and permitted the opening of 78 camping sites in August, 1970. Development of additional campgrounds planned for sites at Big Dam Lake and on Indian Point will be carried on as funds become available.

Day-use Areas

The master plan for the park also provided for day-use areas which would facilitate the enjoyment of picnicking, bathing, boating and other outdoor recreations. The first day-use area was developed on the eastern shore of Kejimkujik Lake in the vicinity of the former Merrymakedgie cabins. In 1965, one of the tourist cabins was converted to a temporary change-house for bathers. Later the beach fronting the area was improved by hauling and depositing loads of sand. Picnic amenities and sanitary features were provided, and a supply of drinking water made available by drilling a well.

Development of the area according to plan was commenced early in 1968. A contract was awarded for the construction of a large building designed to contain change-rooms for bathers and a concession area for the sale of light refreshments, tobacco and souvenirs. Two kitchen shelters with stoves, benches and tables were erected, and adequate parking for motor vehicles was assured by the clearing and development of four areas. The change-house building was completed late in June, and the operation of the canteen as a concession was commenced in July, 1968. A temporary outdoor amphitheatre constructed in the vicinity permitted an extension of the park interpretation program.

Sites for less elaborate day-use areas were selected and partially developed. These are located at Jacques Landing near the site of the former Rogers Cabins, at Mill Falls, which is accessible by trail from the main park highway, and on the southern end of Jim Charles Point, where the beach of the former Ked-ge Lodge was utilized. The areas at Jacques Landing and Ked-ge Beach provided opportunities for swimming, boating, bathing and picnicking. Development of the Mills Falls area has not been completed.

Boating

Kejimkujik Lake and some of the larger streams which flow into it offer fine opportunities for boating and canoeing. A boat launching ramp was installed at Jacques Landing for the convenience of boat-owners. Boats and canoes may be rented from a boat livery operated there. Although boulder-strewn, Kejimkujik Lake is quite navigable, and parts of the lake have been charted and marked for powered boats. Canoeing has been encouraged by the park administration and shelters have been erected for canoeists along two of the popular routes. One of these follows the Little River from Big Dam Lake to Kejimkujik Lake. The other route starts at Jacques Landing and passes through Kejimkujik and George Lakes to the Mersey River.

Forest Protection

A park warden service was inaugurated in June, 1965, when an experienced warden from Cape Breton

Highlands Park, Freeman Timmons, was assigned to duty. A chief park warden was appointed late in 1965, and two additional warden positions were created in September, 1966. A VHF park radio system was installed at the temporary park headquarters in February, 1966, and relocated following the completion of the park administration building in 1969. The system affords point to point communication and connection with park officers operating vehicles. Fire prevention equipment, including portable pumps, hose and a pumper, was acquired in 1966, together with a supply of hand tools. Improved quarters, including adequate stores facilities, were made available to the warden service in the new compound building on its completion. The wardens and their families were accommodated in a group of four modern dwellings completed in August, 1970, on a landscaped site east of the park administration building.

Park surveillance was facilitated when a lookout tower was erected in 1968 on a hill about 1.6 km west of Minard Bay on the west shore of Kejimkujik Lake. Access to the site was provided by clearing a trail in 1967 from a point on one of the existing logging roads in the southwestern section of the park. This trail was improved to the status of a secondary road in 1968.

Interpretation Service

Following the appointment of a park naturalist in September, 1967, research of the natural and human history of the park was inaugurated. Early in 1968, slide lectures and talks were given by the park naturalist to clubs and organizations in some of the larger communities near the park. Later, a summer program of conducted walks and evening slide programs was carried on in the park. The park naturalist also instituted the development of a park library, a plant collection, a slide library, and a natural history inventory.

In 1969, a field office and workshop was developed in a building at Jacques Landing formerly utilized as a temporary park administration headquarters. This was augmented by a temporary exhibit centre, located in a large trailer. The exhibit provides an introduction to some of the natural features of the park, and visitors have the opportunity of viewing a nine-minute show of slides in colour depicting some of the more interesting forms of wild life in the park. The staging of evening programs by the park naturalist and his staff was assisted by the completion of a large outdoor amphitheatre at the Jeremy Bay Campground in 1969. Rear-projection equipment and a built-in screen were installed on the site in 1970.

The Fish Hatchery

An interesting feature of the park which pre-dated its establishment is the fish hatchery operated by the Fisheries and Marine Service of Environment Canada. Located on Mill Brook, a short stream that connects Grafton Lake with Kejimkujik Lake, it has been in operation since 1937. The development functioned as a seasonal rearing station until 1952, when a hatchery building was added, permitting operation the year around. A water supply is obtained from a pond on Mill Brook developed by the construction of an earth and log-crib dam, which permits a flow of 11,365 L per minute. The hatchery operations are now confined to the production of Atlantic salmon, and are in the charge of a resident superintendent.

Until the production of trout was terminated in 1968, the hatchery was one of the sources of supply for the stocking of lakes and streams in the area surrounding Kejimkujik Lake. The stocking program, utilizing speckled and brown trout, has been carried on in the park since 1964. The hatchery is located at the terminus of the main park road leading from the park entrance on Highway No. 8 to Kejimkujik Lake. A parking area, constructed by the park administration at the end of the road, facilitates inspection by park visitors of a very interesting operation.

Official Opening

By early summer of 1969, most of the larger projects in the park development plan had been wholly or partly completed. The main access road had been built, a major campground and a day-use area brought into use, and the administrative staff moved to a large new building. This progress in the development of the park permitted its official opening, which was held on August 9, 1969. The Honourable Jean Chrétien, Minister of Indian Affairs and Northern Development, declared the park open in a flag-raising ceremony staged in front of the new administrative headquarters. In concluding his remarks, Mr. Chrétien stressed the value of national parks to the nation.

> *In terms of strengthening the fabric of national unity, national parks play a great role. Our national parks are part of the original face of Canada, inviolable spots which provide sanctuaries for man as well as nature. But it is man who must extend and preserve them. This is the task that lies ahead.*

Guest speakers at the opening included the Premier of Nova Scotia, the Honourable G.I. Smith, and the Honourable Allan J. MacEachen, Minister of Manpower and Immigration and Member of Parliament for Inverness-Richmond.

The Future

From its inception, Kejimkujik National Park attracted visitors who came to picnic, camp, fish or merely observe its development. No record of early attendance was maintained, but weekend use of temporary facilities at times taxed their capacity. During 1967, it was estimated that nearly 3,500 bathers alone were accommodated. Throughout the 1968 season, visitors took full advantage of day-use areas and campgrounds, and attendance exceeded 58,000. In 1969, this figure was almost doubled, when 104,000 visitors were recorded, and by 1970 the total had swelled to 125,000.

Public interest in the park and in the preservation of its unique natural features was evident during a public hearing held at Halifax, in April, 1970, to review the park master development plan. Altogether, 62 briefs were received in advance by the National and Historic Sites Branch. They contained numerous recommendations dealing not only with proposed developments but with park policy as well. The briefs also expressed concern about the necessity of protecting and preserving the wilderness character of the area. Following a detailed

study of each of the proposals contained in the briefs, some modifications in the provisional master plan were made.

A proposal for the development of a boating centre at Fairy Bay north of the main day-use area was criticized because the area was considered to be ecologically fragile and valuable. Work on the proposed centre was suspended and an alternative site is being sought. Similarly, a decision on the boundaries of proposed zones in the land classification of the park was postponed pending thorough ecological study of the park. Another important decision resulting from the hearing was the indefinite deferment of the construction of a proposed road around Kejimkujik Lake. The decision, however, will not prevent the development of access roads to points northwest of the lake at which campground and day-use areas are proposed.

The inclusion in the park of satellite coastal areas has not yet materialized. Investigations of potential areas by National Parks officers and negotiations carried on with provincial authorities may help achieve this desirable objective.

Endnotes

1. National Parks Branch File Ke. 326, letter of Feb. 11, 1965, from Executive Secretary, Canadian Permanent Committee on Geographical Names, to the Director, National Parks Branch, Department of Northern Affairs and National Resources.
2. Thomas Raddall, *Footsteps on Old Floors* (New York: Doubleday and Company, 1968).
3. National Parks Branch File U. 2-12, vol. 1, April 9, 1946.
4. Ibid., Dec. 7, 1949.
5. Ibid., Dec. 21, 1960.
6. Ibid., June 7, 1962.
7. G.D. Taylor, "Proposed National Park, Kejimkujik Lake, Nova Scotia", National Parks Branch File Ke. 2, vol. 1, Nov. 14, 1962.
8. National Parks Branch File Ke. 2, vol. 1, Dec. 28, 1962.
9. Ibid., Feb. 25, 1963.
10. Ibid., July 24, 1963.
11. Statutes of Nova Scotia, 14 Elizabeth II, chapter 10 (1965).
12. National Parks Branch File Ke. 2, vol. 4, May 31, 1965.
13. Order in Council P.C. 1967-1477, July 26, 1967.
14. National Parks Branch File Ke. 2, vol. 6, Aug. 31, 1967.
15. Joseph Howe, Indian Affairs letters, memoranda, plans and descriptions of Indian Reserves, vol. 432, 1843, Nova Scotia Provincial Archives, Halifax.
16. Raddall, p. 214. See above, note 2.
17. James F. More, *The History of Queens County, Nova Scotia* (Halifax: Nova Scotia Printing Company, 1873).
18. Ibid., p. 89.
19. Ibid., p. 215.
20. Order in Council P.C. 1967-2033, Oct. 26, 1967.

Kouchibouguac National Park

On October 14, 1969, Jean Chrétien and New Brunswick Premier Louis J. Robichaud signed an agreement providing for the establishment of a new national park on New Brunswick's east coast.

The new park is situated on Kouchibouguac Bay along the northern section of the Northumberland Strait near the community of Richibucto, approximately 88 km north of Moncton. It contains about 233 km^2.

Economic Stimulus

It was estimated that the federal government would spend approximately $3.2 million on capital development by 1975, when the park's staff would consist of 14 full-time and 30 seasonal employees. Development of the park would also provide substantial employment for contractors and their staffs, and would be a stimulus to the growth of the tourism industry and the economy of the region.

The development plan indicated that certain areas of the park would be maintained as wilderness zones to preserve the land, its wildlife, and plant forms. Other areas would be developed for recreation, with campgrounds, picnic sites, nature trails, roads, and facilities for swimming and boating. The park would also have a nature interpretation program to explain its human and natural history.

Outstanding Sandbars

Kouchibouguac's most outstanding natural feature is the 25-km sweep of off-shore sandbars, which stretch across its entire ocean front. Behind this ribbon of dunes are quiet lagoons and bays that afford excellent protected swimming and boating. The park's inland plain is cut by streams and rivers, and contains both forested regions and large areas of salt and fresh water bogs and marshes.

Plantlife in the park varies from the stunted trees, Labrador tea, pitcher plant, and blueberry bush of the wetlands, to the black and red spruce, pine, and balsam fir of the forested regions.

Fauna

Black bear, bobcat, white-tailed deer, moose, fox, and squirrel are a few of the animals common to the region, and birdlife includes swamp, field, woodland, and shore species. The sandpiper, wood duck, common eider, ruffed grouse, raven, gull, and heron inhabit the park. Each autumn and spring, migratory waterfowl touch down here to feed and rest.

Rivers, streams, and ocean waters support a large variety of shell-fish and fresh and salt water fish, including lake trout, whitefish, herring, bass, salmon, and lobster.

Kouchibouguac became the second national park for New Brunswick and the sixth for the Atlantic Provinces.

Gros Morne National Park

On October 31, 1970, the Honourable Jean Chrétien and W.R. Callahan, Minister of Mines, Agriculture and Resources for the Province of Newfoundland, signed a memorandum of understanding for a federal-provincial

agreement to establish Gros Morne National Park on the west coast of Newfoundland.

Approximately 1,554 km^2 in area and located 764 km northwest of St. John's, Gros Morne would become the second national park for Newfoundland and the seventh for the Atlantic Provinces.

The new park contains a most spectacular portion of Newfoundland's Long Range Mountains, as well as scenic coastal areas, numerous lakes, waterfalls, and dense forests of birch, spruce, and fir. It makes an important recreational and ecological contribution to Canada's national parks system.

Regional Benefits

Under the terms of the agreement, the park borders skirted regions around a number of coastal communities including areas from Rocky Harbour to Norris Point, Curzon to Glenburnie, and St. Pauls to Cow Head. This eliminated the necessity to transfer residents to other areas and allowed these regions to benefit from the influx of tourists to the park region.

In addition, the agreement called for the transfer of all Crown lands to the federal government, and the acquisition of private property, leaseholds, timber rights, and other private holdings on a 50-50 federal-provincial cost-sharing basis.

Initial Development

The initial development phase of the park was expected to be completed in six years and to cost the federal government some $10 million, exclusive of land acquisition. An additional $350,000 yearly was slated for the operation of the park.

Planning began immediately to make temporary campgrounds, picnic areas, and other facilities available so that visitors could enjoy some areas of the park while it was still under development.

In the meantime, the Department of Indian Affairs and Northern Development began to develop a management plan suitable for the ecology of the area and for visitors' needs. It would include studies on the park's sport fishing potential and the development of facilities for skiing, snowshoeing, and other winter sports. Development plans also called for the establishment of a protected marine environment area as an underwater component of the park.

Pukaskwa National Park

In July, 1971, Jean Chrétien and the minister of Lands and Forests for Ontario signed a memorandum of understanding for the establishment of Pukaskwa National Park on the northern shore Lake Superior.

In February, 1978, the federal minister responsible for Parks Canada and the Ontario minister of Natural Resources completed the transfer of 1,878 km^2 of land and water for the park from the province to the federal government.

Indian Rights to Continue

Recognizing the Pukaskwa area as the traditional home of the Ojibwa, the federal government confirmed that the traditional rights of the Robinson-Superior Treaty Group would be unchanged by the establishment of the park, and committed itself to ensuring that the park would offer important economic and employment opportunities to the Indians of Pukaskwa.

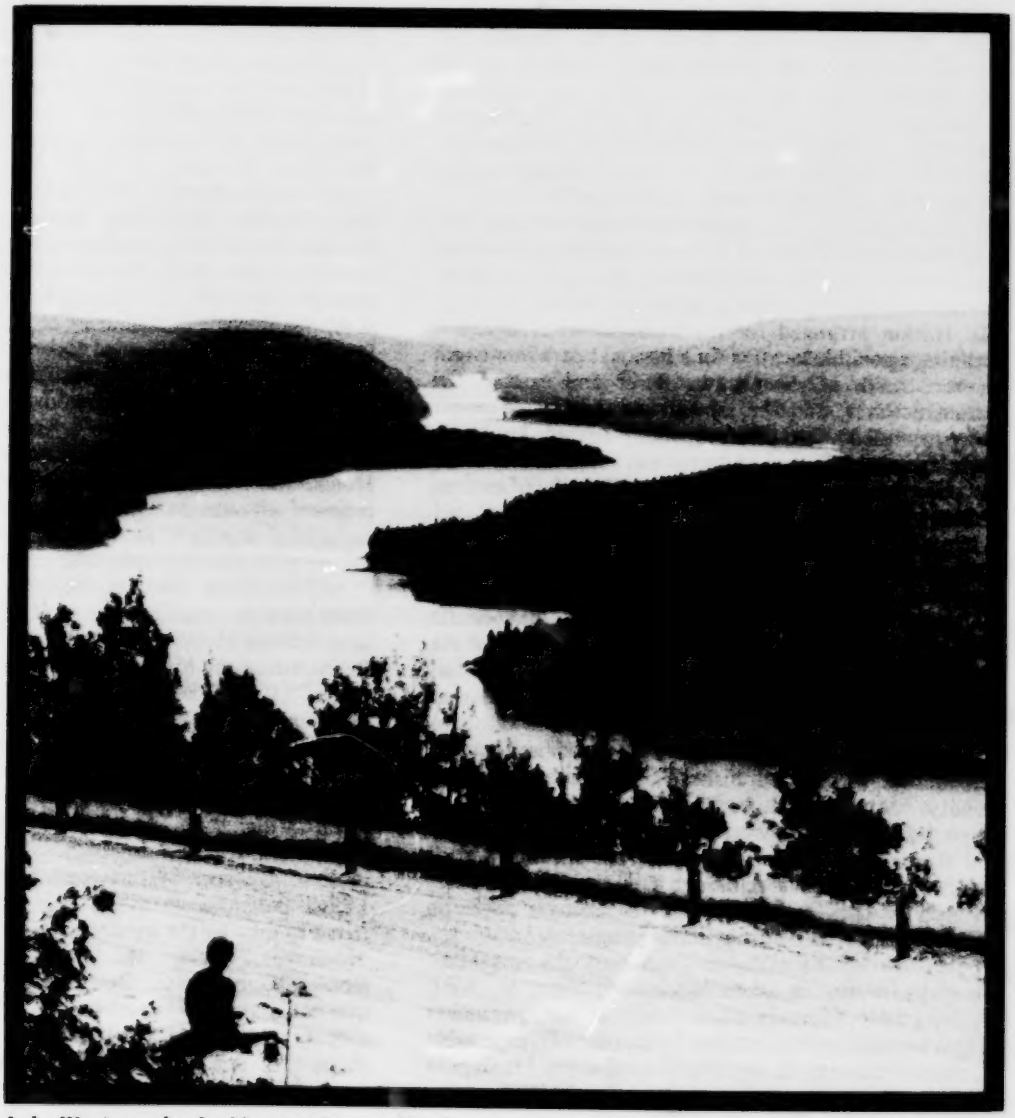
The federal-provincial agreement also provided that there would be no exploitation of minerals in the park; that Ontario Hydro would be granted a licence to maintain and operate the existing powerline through the park area; that Ontario would provide forest fire protection; and that a few private holdings remaining in the park would be acquired by Ontario and turned over to the federal government.

Superb Wilderness

Pukaskwa National Park is a superb rugged wilderness. The terrain is hilly, broken by ridges, and riddled with rock-rimmed lakes. The 80-km coastline of Lake Superior, with its sheltered bays and massive headlands, is the park's most notable feature.

Chapter 4

National Parks in Quebec



Lake Wapizagonke, La Mauricie National Park

Introduction

Public-spirited citizens advocated the establishment of a national park in the Province of Quebec as early as 1912, but nearly 60 years elapsed before the objective was realized. Barely a year after the formation of the Dominion Parks Branch of the Department of the Interior, in 1911, Ottawa newspapers published letters proposing that a park be established in the Gatineau River watershed north of the nation's capital. In a letter to the editor of the Ottawa *Citizen* on November 12, 1912, James M. Macoun, a biologist for the Geological Survey of Canada, suggested that part of the uninhabited region between the Gatineau and Coulonge rivers, north and west of Chelsea, Quebec, be set aside for the purposes of a national park.

Macoun's proposal was brought to the attention of the deputy minister of the Interior by the Commissioner of Dominion Parks, J.B. Harkin, who recommended that the Government of Quebec be consulted. The suggestion was approved and, on December 23, 1913, Commissioner Harkin wrote to the Honourable Charles Devlin, Minister of Colonization, Mines and Fisheries for Quebec.

Mr. Harkin asked Mr. Devlin if the Province of Quebec would be willing to establish a national park in the Gatineau district. Devlin's Deputy Minister, S. Dufault, replied by letter on January 3, 1914, that the matter would receive his minister's careful attention and would be brought to the attention of his colleagues. No further reply was ever received.

Public interest in the establishment of a national park in Quebec was maintained for some years in a desultory fashion by occasional newspaper articles and by talks by prominent conservationists at public gatherings. In 1922, J.B. Harkin arranged for the compilation of a report outlining a possible location for a national park in western Quebec, north of the Ottawa River and east of the Gatineau River, and the advantages that would result from its reservation. The report, prepared by town-planning expert Thomas Adams, was supported by maps and photographs of outstanding scenic features of an area containing about 10,360 km^2.

In 1931, an organization known as the Fish and Game Protective Association for Gatineau, Hull, Papineau and Pontiac Counties of Quebec began to lobby for the establishment of a national park in western Quebec. Its executive met with Thomas G. Murphy, Minister of the Interior, who expressed sympathy for the proposal but was unable to take any action until it was evident that Quebec would make lands available for a park.

In July, 1937, the Honourable Onésime Gagnon, Minister of Mines and Fisheries for Quebec, and his Deputy Minister, L.A. Richard, interviewed the Honourable Thomas Crerar, federal Minister of Mines and Resources, about the possibility of having a park established in Quebec. Although they reviewed the steps involved in the establishment of a national park, no positive action resulted from the meeting.

Numerous Representations Made

By early 1940, representations made to the Government of Quebec aroused the interest of the officials responsible for the administration of parks. On February 15, Deputy Minister Richard sent a letter to Frank Williamson, Controller of the National Parks Bureau in Ottawa, enquiring whether the Government of Canada would consider the establishment of a national park in Quebec if his minister opened negotiations.

Evidently, the efforts of the Quebec government officials to have a national park established in the province were sincere, for in February, 1941, the Honourable Emile Côté, Minister of Lands and Forests, reopened the subject with Thomas Crerar. Mr. Côté suggested that a joint federal-provincial survey of possible sites would help to lay plans for a new national park in the post-war period. Mr. Crerar agreed that there was little likelihood that a park would be established before the end of World War II, but said that the federal government would participate in a joint inspection of any site Mr. Côté had in mind.

In the early summer of 1941, James Smart, Controller of the National Parks Bureau, and Ernest Menard, general inspector for the provincial Department of Mines and Fisheries, jointly inspected the Gaspé provincial park area.

Mont Tremblant Area Examined

National parks officials were unable to examine the Mont Tremblant provincial park area until March, 1943, when James Smart, accompanied by the author, spent several days assessing the capabilities and attractions of the southern portion of the park and adjoining privately owned land on which services for visitors had been developed. In June, Controller Smart returned to the Mont Tremblant region and examined areas that had not been readily accessible during our winter visit. Preliminary reports describing both the Mont Tremblant and Gaspé provincial park areas were later compiled and held for reference.

Although the establishment of a national park in the Province of Quebec seemed to be within reach by early 1944, the provincial government's interest apparently collapsed following an election in August that year. The Liberal administration was defeated and succeeded by the Union Nationale party under the leadership of the Honourable Maurice Duplessis. For the next 16 years, the political climate in Quebec was unfavourable to the transfer of provincial lands to the federal government for the purposes of a national park.

In June, 1960, however, the Liberal party, headed by Jean Lesage, regained power in Quebec. Lesage had been federal Minister of Northern Affairs and National Resources — the Minister responsible for the administration of national parks — from 1953 to 1957, and hopes were now high that an offer of lands for a national park in Quebec would be forthcoming. On November 7, the Honourable Walter Dinsdale, federal Minister of Northern Affairs and National Resources, wrote to Premier Lesage to inform him that the federal government would welcome any proposal to establish a national park in Quebec. Lesage replied that the Honourable Lionel Bertrand, Provincial Secretary, had been delegated to take up the matter with Mr. Dinsdale. Later in November, during the Federal-Provincial Tourism Conference in Ottawa, Bertrand discussed the possibility of a national park in Quebec with Ernest Côté, Assistant Deputy Minister, Northern Affairs and National Resources. Bertrand mentioned that he had in mind the

transfer of Mont Tremblant Provincial Park to federal administration.

Mr. Dinsdale received communications from members of Parliament representing several Quebec constituencies, all of whom appeared eager to support the establishment of a national park in their province. Following a series of public meetings at various cities and towns in Quebec in the autumn of 1962, the Tourism Council of Quebec submitted a brief to Provincial Secretary Bertrand. It contained 18 major recommendations, one of which strongly endorsed the establishment of one or more national parks in Quebec.

During the 1962 Federal-Provincial Tourism Conference in Ottawa, Bertrand advised Assistant Deputy Minister Côté that early in 1963 he again would be raising the matter of a national park in Quebec.

Changes in Political Power

In April, 1963, the Liberal party won the federal election, and Walter Dinsdale was succeeded by the Honourable Arthur Laing, Member of Parliament for Vancouver South, as Minister responsible for national parks. Laing lost little time in assuring Premier Lesage that the new federal government would welcome proposals for the establishment of a national park in Quebec. The files do not contain a reply from Lesage, and any hope for his participation vanished on June 5, 1966, when his party was defeated in a provincial election.

Land Studies in Quebec

Although Arthur Laing had been unable to reach agreement with the Province of Quebec, other forces and activities were leading to the establishment of a national park in the province. On January 21, 1966, A.T. Davidson, Assistant Deputy Minister for rural development in the federal Department of Forestry and Rural Development, advised Ernest Côté, who was now Deputy Minister, that his branch was participating in a large-scale rural development project in the lower St. Lawrence region. The project, whose objective was a comprehensive development plan for nine counties, including the Gaspé region, was being undertaken by the Agricultural Rehabilitation Development Act (ARDA) program, through which agreements providing for development of marginal or sub-marginal lands were possible. The financing of such projects was shared by the appropriate provincial government and the federal government.

In November, 1966, Mr. Côté received from Guy Lemieux, Director of Policy and Planning for the Department of Forestry and Rural Development, a copy of the final draft of the plan prepared by the Bureau d'Aménagement de l'Est du Québec [Bureau of Management of Eastern Quebec]. Of the 10 volumes in the report, volume 5, which covered the tourism sector, was of particular interest to National Parks officials at Ottawa, because it recommended the establishment of a park at the extremity of the Gaspé Peninsula.

Gaspé Peninsula Investigated

In February, 1967, Arthur Laing asked Deputy Minister Côté what sites had potential for national park status if the political climate respecting national parks in Quebec should change. Côté replied that no field studies had been undertaken in Quebec for 20 years, and suggested the initiation of basic studies concentrated within the 322-km belt between the Ottawa and St. Lawrence rivers, with special attention to the Gaspé Peninsula, where studies had indicated that tourism and park development could stimulate the depressed economy.

On June 14, Lloyd Brooks, Chief of the Planning Division, National Parks, was invited by ARDA to participate in a short tour of the Chic-Chocs mountain region of the Gaspé Peninsula. A study team including Paul Boisclair, Director of the Montreal-based ARDA region; Pierre Franche, Assistant Director; Chester Brown, former ARDA recreation land controller; and Lloyd Brooks completed a three-day reconnaissance in September. Its assessment, conducted by air and ground surveys, focused on two regions — the Chic-Chocs and Gaspé Provincial Park.

The proposed Gaspé area, which incorporated most of the Forillon peninsula east and north of the town of Gaspé, also had been studied thoroughly by a team of two landscape architects engaged by the Bureau d'Aménagement de l'Est du Québec. Its report, submitted in July, 1966, contemplated a park area of about 300 km^2, featuring archaeological, historical and cultural attractions.

The ARDA-National Parks study team found the Gaspé region, with its appealing open seascapes and picturesque fishing villages, to be similar in character to Prince Edward Island and Cape Breton Island. It concluded that, if the means could be found to retain several of the key fishing villages in their existing form and to maintain the open landscape of marginal farmland, the peninsula could be developed as an outstanding national park.

Administrative Changes

Changes in the federal Cabinet and in National Parks administration in 1968 had a significant influence on the future establishment of parks in the Province of Quebec. Arthur Laing was appointed Minister of Public Works on July 5, and was succeeded as Minister responsible for national parks by Jean Chrétien, Member of Parliament for St. Maurice, Quebec, who had been Minister of National Revenue. J.R.B. Coleman retired as Director of the National and Historic Parks Branch in April, and was succeeded by John I. Nicol. Jean Charron, formerly Chief, National Parks Service, became an Assistant Director of the branch.

Jean Chrétien, a native of Shawinigan, Quebec, a lawyer, sportsman and lover of the out-of-doors, promptly identified himself as a strong exponent of the extension of the national parks system. He was familiar with the work undertaken to have Quebec represented in the system, and his inclusion in the Cabinet as member for a region with strong national park potential added strength to the national parks movement.

In a series of talks to his constituents and others, Chrétien stressed the role of national parks in conservation. At the annual meeting of the Lake St. John Fish and Game Association at Saint-Félicien on November 10, 1968, he urged the establishment of national parks not only in his province but also in others. He added that, to meet the public demand for recreation without impairing the conservation program, 40 to 60 new national parks

should be developed before 1985. Of those parks, he hoped that five to ten would be in Quebec.

Federal-Provincial ARDA Agreement

The support and assistance of officers responsible for the administration of ARDA eventually was reflected in the completion of an agreement dated May 26, 1968. The agreement, which provided for the economic development of the lower St. Lawrence, Gaspé and Îles-de-la-Madeleine, was signed on behalf of Quebec by Premier Daniel Johnson, and on behalf of Canada by the Honourable Maurice Sauvé, Minister of Forestry and Rural Development. Clause 55 of the agreement was of special interest to National Parks administrators in Ottawa:

> ... *Canada shall undertake to develop a park in the Forillon Peninsula. The land shall be acquired by Quebec and leased, free of charge, to Canada for a period and under conditions acceptable to both parties.*

On the strength of this commitment, Jean Chrétien was able to seek a closer association with the provincial government in the establishment of a national park in Quebec. He stepped nearer to the goal on September 19, when he met with the Honourable Gabriel Loubier, Minister of Tourism, Fish and Game for Quebec. After an hour of solid discussion, during which Chrétien dwelt exhaustively on the benefits that would accrue to the province from a national park, officials of both governments joined their ministers to learn the basic elements of the agreement in principle.

Chrétien and Loubier had agreed that at least one park, and preferably two or three parks, should be established in Quebec, and that lands in the province would be provided to the federal government for park purposes by 99-year lease. The term lease was a necessary compromise because Mr. Loubier was unable to promise fee-simple ownership of land to the federal government. A lease would be renewable or, alternatively, administration of the park would revert to provincial control, with perpetuation of the park assured. The administration and operation of the park and the provision of amenities would reflect the linguistic duality of Canada and, more particularly, the cultural character of the region and the province.

An agreement was drawn up by officers of the Department of Indian Affairs and Northern Development, discussed with officials of the Ministry of Tourism, Fish and Game for Quebec, and left with the ministry for study and comment. As well, Quebec officials and officers of Canada's national parks system completed a reconnaissance survey of the proposed boundaries of the new park.

Forillon Park Agreement

The fiscal year 1969-70 was a busy one for officers of the National and Historic Parks Branch engaged in negotiations with their counterparts in the Province of Quebec. Much of the liaison fell to Jean Charron, who was fluent in English and French and was conversant with the political concerns and the personalities of the Quebec negotiators. National Parks officers undertook inspections of the Forillon peninsula and discussed details with officials of Quebec's Ministry of Tourism, Fish and Game.

On April 16, 1969, addressing an enthusiastic Chamber of Commerce at Gaspé, Jean Chrétien outlined his efforts to reach an agreement with the Quebec government to establish a national park on the Forillon peninsula. He stressed the importance of a national park to the region, stating that a park would provide an incentive for visitors to remain longer in the area and would furnish a strong stimulus to the current efforts of the tourism industry in neighbouring portions of the Gaspé region.

On May 21, Chrétien formally announced in the House of Commons that the governments of Canada and Quebec had reached an agreement for the establishment of the first national park in Quebec, on the Forillon peninsula. As outlined by Mr. Chrétien, "the province of Quebec will place the site of the Gaspé park at the disposal of the government of Canada for a period of 99 years. The agreement states, as well, that the province of Quebec will have the right to regain possession at the end of 60 years on repayment of all federal capital expenditures incurred by the federal government during the 60-year period. In either case, the government of Quebec agrees that the land would be used for the purposes of a park and conservation in perpetuity. This arrangement is renewable by agreement of the two parties."

Policy to be Maintained

The provision in the agreement for tenure of the park land for a determinate period rather than for outright ownership drew questions from the federal leader of the opposition. On May 30, the Honourable Robert L. Stanfield asked in the House of Commons whether the policy for national parks had been changed and whether the government was "now prepared to offer to all provinces arrangements relating to national parks on the same terms as the minister arranged with the province of Quebec regarding the national park in Gaspé." Mr. Chrétien replied: "We have no intention of changing our policy on parks or of signing new agreements of the same nature, and the federal government is legally the owner of the land in the Forillon peninsula". Prime Minister Trudeau explained that the Province of Quebec had insisted, under the terms of the ARDA agreement, that the transfer of this particular territory be for a limited time: "Speaking for the government, I have no intention of signing any further agreements with provinces, including Quebec, which would permit this kind of arrangement."

Formal Agreement Signed

Intensive preparatory work by officials of the federal and provincial governments permitted the completion, on June 8, 1970, of a formal agreement confirming the establishment of the first national park in Quebec. This agreement, which gave birth to Forillon National Park, was signed on behalf of Canada by Jean Chrétien and on behalf of Quebec by Madame Claire Kirkland Casgrain, Minister of Tourism, Fish and Game, and by Gérard D. Levesque, Minister of Inter-governmental Affairs.

It was widely known that the acquisition of privately owned land required for the establishment and development of the new park would result in the relocation of a

substantial number of the local inhabitants. On July 17, the National Assembly of Québec gave assent to the Forillon Park Act, the terms of which enabled the government to acquire ownership of any land necessary for the park. Title to the park land was registered in the registry office for Percé, Quebec, in right of the Government of Canada on July 22, 1970, and was formally accepted under the authority of the governor in council for Canada on July 27, 1971. When a number of amendments to the National Parks Act received royal assent on May 7, 1974, a description of the lands contained in Forillon Park was incorporated in the schedule to the act.

Additional Park Area Sought

By April, 1969, strong public sentiment for the establishment of an additional national park was evident in the Shawinigan area of Quebec, and during the following months resolutions from numerous municipalities and chambers of commerce were received in the office of the minister of Indian Affairs and Northern Development. On May 30, a conference of mayors of municipalities in central Quebec, held at Trois-Rivières, adopted a resolution urging the provincial government to reach an understanding with federal authorities for the establishment of a national park in the valley of the St. Maurice River. On June 21, a committee for the establishment of a national park in the area known as *La Mauricie* was formed in Shawinigan.

The National Parks administration began to study the area north of Shawinigan and Grand Mère in the heart of La Mauricie to determine its potential as a national park. The study area, embracing portions of Champlain and St. Maurice counties, was composed of some 518 km^2 lying west of the St. Maurice River, south of the Matawin River, east of Lac Wapizagonke and northwest of the city of Grand Mère. Punctuated by lakes, rivers, mountains and valleys, it represented a typical example of the Laurentian Plateau.

Jean Chrétien, accompanied by John Gordon, his senior Assistant Deputy Minister, and Denis Major, a national parks planner for the federal government, made a brief aerial reconnaissance of the area. They flew over several small lakes north of Grand Mère, continued up the St. Maurice River to its junction with the Matawin, proceeded east for 13 km and then turned southeast and passed over a chain of lakes including Lac des Cinq and lacs Édouard, Isaïe, à la Pêche and des Piles. By automobile, they visited Lac à la Perchaude, Lac à la Pêche and Lac la Truite. Their brief survey confirmed that the area contained the natural requisites for a national park.

Land Exchange Possible

From the mid-1960s, the Canadian Wildlife Service (CWS), then part of the National and Historic Parks Branch, had actively tried to maintain adequate populations of migratory waterfowl throughout Canada by leasing or purchasing wetlands. In 1969, CWS purchased approximately 2,300 ha at Cap-Tourmente, on the north shore of the St. Lawrence River about 48 km east of Quebec City, to protect the habitat of the greater snow goose.

Subsequently, CWS was confronted with the prospect of surrendering some of its land to Hydro-Québec, which wished to acquire a site for a phase of its operation in the Cap-Tourmente area. Jean Chrétien referred the matter to Prime Minister Trudeau for advice. Mr. Trudeau suggested that it might be appropriate to study, with the Province of Quebec, the exchange of land at Cap-Tourmente not essential to the sanctuary but essential to Hydro-Québec for land elsewhere in the province suitable for a national park. The prime minister clearly stated that any exchange should be unconditional as to title and should have the conditions normally associated with national park lands in other provinces.

Discussions at Quebec

On July 23, Jean Chrétien met in Quebec City with Gabriel Loubier, Minister for Tourism, Fish and Game for Quebec. After long discussion, Loubier agreed to an exchange of land at Cap-Tourmente for land in the St. Maurice-Matawin River area considered suitable for a national park. Loubier requested that Chrétien first complete arrangements with the city of Shawinigan for the inclusion in the proposed park of Lac à la Pêche, the source of the city's water supply, and also obtain general agreement from Consolidated-Bathurst Limited for the establishment of a national park on lands for which it held timber leases essential to its paper-manufacturing operations.

On August 14, Assistant Deputy Minister J.H. Gordon informed J.I. Nicol, Director, National and Historic Parks Branch, that Mr. Chrétien had obtained from the mayor of Shawinigan a copy of a letter addressed to Mr. Loubier confirming that the city was prepared to surrender its rights to Lac à la Pêche and environs for national park purposes. As well, the minister had received from the vice-president of Consolidated-Bathurst a letter indicating the company's willingness to waive its timber rights in those parts of the St. Maurice area that would be included in a national park.

Meetings with the Paper Company

In September, Jean Chrétien requested information on the forest stands and pulpwood production in the proposed La Mauricie park area and comment on the effect that withdrawal of timber-cutting privileges would have on Consolidated-Bathurst and the National and Historic Parks Branch. Meetings of the paper company and the branch were held in Ottawa on October 8 and in Grand Mère on October 24. Officials from Consolidated-Bathurst claimed that timber rights in the proposed park area represented a tangible asset in the magnitude of $1,500 for each 2.6 km^2 of leased area and that the phasing out of part of its operation in the St. Maurice Valley would result in a loss of two million dollars a year to the local economy. J.G. MacLeod, Vice-president of the woodlands division of Consolidated-Bathurst, suggested that consideration be given to an alternative area east of the proposed site that was held under lease by Domtar Limited.

Discussions with Consolidated-Bathurst revealed that the company owned outright about 26 km^2 of the proposed park area; that its leasehold contributed to the operation of four mills; and that a 13-km^2 forest experiment station was located within the park site. Company officials expressed the hope that a multiple-use type of park might be considered, but national parks officers

explained that such was not possible under the terms of the National Parks Act.

The meetings with Consolidated-Bathurst prompted John Carruthers, Chief of the National Parks Systems Planning Section, to report that the site of the park would be hard to defend unless alternative areas had been examined. He also stated that if it was decided to establish the park in the area under review, consideration should be given to the deletion of the company's leasehold, including areas on which tree plantations had been established. He recommended that the company continue to use the Matawin and St. Maurice rivers for log and pulpwood drives.

Formal Agreement Prepared

Meanwhile, a draft agreement between the Government of Canada and the Government of Quebec providing for the transfer and control of the land described in the schedule had been prepared by a legal officer of the Department of Indian Affairs and Northern Development. It provided for an unqualified transfer of land from the province to Canada, and contained commitments by both parties to prevent exploration for or development of minerals, to prevent pollution of any waters and to prevent impairment to the flow or quality of waters within or flowing through the park. The agreement also provided for the transfer of certain lands within the Cap-Tourmente wildlife sanctuary to the Province of Quebec.

Mr. Chrétien forwarded the agreement to Mr. Loubier at Quebec City on November 4, 1969. Loubier acknowledged its receipt and remarked that he was hopeful that it would be submitted to the Quebec Cabinet for study and discussion during the week following.

Alternative Area Examined

The suggestion by officers of Consolidated-Bathurst that National Parks officials examine an alternative area for a national park in La Mauricie was not overlooked. In fact, a strong lobby for a site east of the St. Maurice River had developed, backed by the town council of La Tuque and supported by other communities. On February 4, 1970, John Carruthers and Gerald Lee, of the National Parks Systems Planning Section, made a reconnaissance flight by helicopter over an area northeast of Grand Mère and the St. Maurice River. In spite of very cold weather, it was possible for them to observe about 70 per cent of a 1295-km^2 area, and to obtain an appreciation of its potential as a national park. The area contained two large lakes, Mékinac and Missionnaire, in a physical setting common to the Laurentian plateau and having a general elevation of about 305 m above sea level. Most of the area was under lease to two large paper-manufacturing companies, and one logging camp was visible.

The party observed nine dams, which kept the levels of a number of small lakes in the area artificially high. Saint-Joseph-de-Mékinac, a small settlement of about 400, occupied the centre of the area, and a wide right-of-way for a power line scarred the eastern portion, which also was traversed by a railway line servicing La Tuque. There were summer cottages on the shores of some lakes and a few sandy beaches. Most of the forest roads, which had been opened by Canadian International Paper Limited, had been made available to visitors, and picnic sites had been developed along some of them. Although the area appeared to have potential for both summer and winter recreation, existing resource development and general public use detracted from its suitability as a national park.

Delay in Reaching Agreement

The hopes of federal government officials for an early completion of the park agreement forwarded to Gabriel Loubier in November, 1969, were not realized. At a meeting in Quebec City on February 23, 1970, Jean Chrétien and officers of his department discussed with ministers of the Quebec government some matters affecting the establishment of national parks in the province. The Honourable Marcel Masse, Minister of State in the Government of Quebec, advised the meeting that the provincial government had approved the principle of establishing a national park in the St. Maurice Valley, although the specific location of the park would have to be confirmed. Masse also stated that Quebec would recover the rights to prospect for minerals, and that, on transfer to Canada, lands would be free from all encumbrances. Later, on April 19, the Honourable J-J. Bertrand, Premier of Quebec, wrote to Prime Minister Trudeau to confirm that the provincial government had approved the establishment of a national park in the St. Maurice region and that he had so informed the president of the La Mauricie National Park Committee on March 18.

Election to be Held

By late winter, however, a provincial election had been called, and in central Quebec the establishment of a second national park became an issue.

The results of the election held on April 29, 1970, brought defeat to the Union Nationale government, which was again replaced by a Liberal administration. Federal officials promptly initiated negotiations with Claire Kirkland Casgrain, Quebec's new Minister of Tourism, Fish and Game, to complete the proposed agreement on La Mauricie Park. On July 2, Jean Chrétien forwarded to Prime Minister Trudeau a memorandum to council seeking authority to enter into the proposed agreement with the Government of Quebec. The order in council received approval on July 8, 1970.

La Mauricie Agreement Signed

A little more than a month later, on August 22, the federal-provincial agreement covering the establishment of a park in the St. Maurice River Valley was signed at St.-Jean-des-Piles — 11 km northeast of Grand Mère. The document was signed on behalf of the Government of Quebec by Claire Kirkland Casgrain, and on behalf of the Government of Canada by Jean Chrétien.

Prolonged negotiation on land acquisition between officers of the two governments delayed expropriation proceedings by Quebec. Eventually, Quebec and Canada agreed that Lac à la Pêche and land to the southeast would be included in the park, and a bill providing for the establishment of La Mauricie Park was introduced in the National Assembly in March, 1972. It was given third reading on May 12 and received the assent of the lieutenant governor on May 16. The new act authorized the lieutenant governor in council to give the Government

of Canada free possession of the lands set out in Schedule "A" to the act. It also authorized the minister of Public Works for Quebec to acquire or to expropriate any right or property within the proposed park area. Documents covering the expropriation of the lands concerned were registered in the Land Registry Office at Shawinigan, Quebec, on August 3, 1972.

Formal transfer of the administration, management and control of the park lands was made by letters dated October 16, 1972, and July 4, 1973, from the minister of Public Works to the minister of Indian Affairs and Northern Development for Canada, pursuant to provincial legislation. The inclusion of Lac à la Pêche in the park was contingent on Canada's recognition of Shawinigan's right to continue using the lake water for its water system. These water rights were later outlined in a formal agreement between the city and the Government of Canada.

In June, 1974, authority to resurvey the perimeter of the lands for La Mauricie National Park, according to provincial survey instructions by a Quebec land surveyor, was granted by the Surveyor General of Canada. A revised plan and description of the park boundary was completed in May, 1975. After title searches had been undertaken by an agent of the minister of Justice, the director of legal services for the Department of Indian Affairs and Northern Development advised the Director General of Parks Canada, J.I. Nicol, on October 11, 1976, that surveys and an amended description of the lands concerned were sufficiently satisfactory to permit formal acceptance of title for the purposes of the national park. Authority for such acceptance was obtained by order in council dated December 9, 1976.

National Park Proclaimed

The order in council cleared the way for completion of the remaining formalities: the transfer to the Province of Quebec of a portion of the Cap-Tourmente wildlife sanctuary, as provided for in the formal agreement of August, 1970; and the proclamation as La Mauricie National Park of the lands transferred to Canada by Quebec. The transfer of the Cap-Tourmente area was accomplished by the terms of Order in Council P.C. 1977-1225 of May 5, 1977. The proclamation, authorized by order in council of May 12, 1977, was published in *The Canada Gazette* of June 25, 1977, and two subsequent issues.

Forillon and La Mauricie national parks will be remembered not only as exceptional physical attractions but also as outstanding achievements of Jean Chrétien, Member of Parliament for St. Maurice, while Minister of Indian Affairs and Northern Development. His ambition to have Quebec represented in Canada's system of national parks had been realized through ingenuity, persistence, logic and persuasion.

Descriptions of the new national parks and their development for public use will be found in succeeding paragraphs.

Forillon National Park

The establishment of Forillon National Park in 1970 extended the national parks system to the Province of Quebec and ensured the preservation, as a national heritage, of a spectacular portion of the Canadian landscape bordering the Gulf of St. Lawrence. The park occupies much of the eastern portion of Cap Gaspé known as the Forillon peninsula and contains an area of 238 km^2. Its interior constitutes a typical example of the Gaspesian mountain region — the easterly end of the Appalachian range, which extends from a point deep in the United States north and east to its extremity in the Forillon peninsula.

Long before the establishment of a national park in the area was considered, the Gaspé region was a cherished destination for many touring motorists. The completion of the Perron Boulevard (now Highway 132) in the mid-1920s provided an entrancing 402-km drive from Sainte-Flavie on the lower St. Lawrence River to the town of Gaspé on the Bay of Gaspé.

For most of the route, the road skirts the St. Lawrence River and the gulf, passes picturesque little fishing settlements, climbs steep grades, and descends to coves with sandy or pebbled beaches. As the motorist continues easterly, the views become spectacular. The mountains slope upwards on the right, the seashore becomes more precipitous, and off in the distance, far from the highway, the almost vertical limestone cliffs of Forillon peninsula rise from the sea. A complete circuit of the Gaspé Peninsula, a journey of about 885 km, provides one of the most spectacular motor drives in eastern Canada.

Early History

"Gaspé" is believed to be an Indian word, probably Micmac, meaning *land's end*. It referred to the prominent rocky cape that is the first land seen on approaching the Gulf of St. Lawrence from the southeast. The name has been applied not only to Cap Gaspé, originally called "Honguedo" by Jacques Cartier, but also to the Bay of Gaspé and the entire Gaspé Peninsula.

Archaeological investigations have revealed evidence that humans inhabited the Gaspé Peninsula centuries before Cartier's recorded landing at the Bay of Gaspé in 1534. It is believed that groups of hunters migrated from the south and west to the Gaspé territory 10,000 years ago and lived by hunting big game — probably caribou — and by catching fish and gathering wild fruit. Traces of this prehistoric occupation have been found in ancient stone tools on the Penouille peninsula in the Bay of Gaspé.

The early history of Gaspé is irrevocably bound to the fishing industry for which it became famous. Cabot's documented voyages to North America in 1497, Verrazano's in 1524, and Cartier's landing in the Bay of Gaspé in 1534 influenced the westward movement of European fishermen to the shores of Newfoundland, Acadia and the Gulf of St. Lawrence. For years, however, few fishermen from abroad wintered in Canada, for they cured their catches of cod along the shores and sailed for home before winter.

Of the early navigators, Jacques Cartier is best remembered. Under the authority and with the assistance of King Francis I of France, Cartier sailed westward from St. Malo on April 30, 1534, to find a route to India. He landed off Newfoundland in mid-May, then passed through the Strait of Belle Isle to the Gulf of St. Lawrence. On July 24, he landed near the present site of the town of Gaspé and, in the presence of a group of Indians, raised a nine-metre wooden cross bearing a shield and an inscription claiming possession of the adjoining territory

for the King of France. Four centuries later to the day, Canada's National Parks Branch erected a cross to commemorate Cartier's landing. Hewn in one piece from Vermont granite, this nine-metre cross occupies a prominent site in Gaspé overlooking the harbour.

Indian Occupation

Although the Indians met by Jacques Cartier in 1534 were Iroquois and Hurons, the earliest Indian residents of the Gaspé area were Micmacs, members of the Algonquin confederation who came regularly on summer expeditions to the rich fishing grounds around Gaspé Peninsula. A migratory people, the Micmac hunted in the woods in winter and moved in the spring to the seashore to gather shellfish and to angle at the mouths of rivers. Indian settlements still exist at Restigouche, Carleton, Maria and Gaspé. A presumed Indian camping site on the Forillon peninsula is now known as Anse-aux-Sauvages (Indian Cove).

The Cod Fisheries

Little was known of the Gulf of St. Lawrence and the Gaspé region before Jacques Cartier's first voyage to North America. Although early entrepreneurs had hoped to trade in furs as well as in fish, the abundance of cod led to its dominance in the region's economy.

For more than a century, fishing operations by Europeans were migratory. Vessels engaged in the Gaspé fisheries had to be of substantial size, for they had to carry the fishermen, provisions for a six-month stay, fishing gear, chaloupes and large quantities of salt. The only supplement to the sailors' diet was that obtained from small gardens planted ashore, meat from occasional hunts, and, of course, cod and mackerel.

The pursuit of cod and other species of fish off the shores of Gaspé dates back as early as 1542, when Jean Alphonse, Roberval's pilot, commented on the quantity and quality of the species available. France had an excellent market for fish and also had large quantities of salt required for what was known as the green cod fishery. Green curing was the salting of fish on board the mother ship, which left for the home port when full. Alternatively, the dry cod fishery was dry curing on land, which required less salt and also left more room on board ship for cured fish. Usually, Gaspé cod were more easily dried than those caught off Newfoundland because they were smaller.

Sedentary fishing from year-round settlements in the Gaspé region was slow to take form. The dry curing of fish onshore along the Gaspé coast reduced the need for the transportation of large quantities of salt from France and allowed more space on ships returning home with the catch. Eventually, sedentary fisheries were established at several points around the Bay of Gaspé and also along the gulf coast to the south at Percé, Grande-Rivière, Pabos, Port-Daniel and Paspébiac.

The French regime in Gaspé ended during the Seven Years War. The French stronghold at Louisbourg on Cape Breton Island fell to Brigadier-General James Wolfe and Major-General Jeffrey Amherst in July, 1758. In early September, Wolfe and a fleet of at least 15 ships entered the Bay of Gaspé and wiped out the settlements. About 6,000 quintals of fish were destroyed, four schooners and 200 chaloupes seized, and most of the 300 inhabitants rounded up for transportation to France via Louisbourg.

Although fishing as a livelihood for residents of Gaspé has probably declined from the status enjoyed in the 19th century, it is still carried on from communities along the gulf coast. Much of the catch, which includes cod, redfish and herring, is taken with the aid of large boats known as seiners, longliners and draggers, and is processed and marketed from centres such as Rivière-au-Renard, Paspébiac and Grande-Rivière. Other industries, including agriculture, lumbering and tourism, also provide employment for residents.

Fishing Communities Preserved

The park boundary along the northeast coast of the Gaspé Peninsula was drawn approximately 1.6 km from the Gulf of St. Lawrence to permit the continued existence of eight long-established communities between Rivière-au-Renard and Cap-des-Rosiers. Near Trait Carré, the boundary was extended to accommodate a reception centre for park visitors arriving over Highway 132 from the west.

An almost continuous belt of settlement along the shores of the Bay of Gaspé also was excluded from the park. In the park's southeastern section, including the Forillon peninsula, the owners or occupants of lands and buildings within the communities of Cap-des-Rosiers-Est, Petit-Gaspé, Grande-Grève, Anse-aux-Sauvages (Indian Cove) and Cap Gaspé were required to leave when their holdings were expropriated by the Quebec government. Displaced residents received compensation for their lands and buildings from the province and, with one exception, the names of all expropriated communities were retained. The area around the main visitor activity centre, formerly located within Cap-des-Rosiers-Est, was renamed Le Havre. Proposals for the development of the park called for the retention and renovation, where required, of a number of buildings, including an ancient church. Some of these structures are used in the interpretation program.

Evacuation of Park Lands

Before some of the major developments in Forillon National Park could be initiated, the evacuation of park lands within the newly established boundaries had to be arranged. Altogether, about 2,500 separate parcels of land were involved and slightly more than 205 families were affected. Under the terms of the federal-provincial agreement, the Government of Quebec was responsible for vesting titles to park lands in right of Canada and for paying compensation for land acquired. All privately owned land required for park purposes was carefully examined by professional valuators engaged by the province and financial settlements were made on the basis of valuations.

In addition to cash settlements for expropriated land and buildings, former residents were entitled to a relocation grant of up to $2,000. A great many of them obtained employment in Gaspé and Rivière-au-Renard. Later, the provincial government constructed low-cost modern housing units in Gaspé, Cap-des-Rosiers and Rivière-au-Renard and made them available to 110 families.

Early Park Planning

Although the formal agreement between Canada and the Province of Quebec to establish Forillon National Park was not completed until 1970, the National Parks administration began to prepare for development of the park following Jean Chrétien's announcement in the House of Commons in May, 1969.

A provisional master plan detailed the development concept for the park. It provided for resource conservation, definition of major use areas and their development, transportation within the park, visitor services and interpretation. The plan designated future land use by grouping areas in classes to protect natural and cultural features. These classes were (1) special preservation areas containing unique fauna and flora; (2) wilderness recreation areas with access restricted to non-mechanized transportation systems; (3) natural environment areas serving as buffers between preservation and development areas; and (4) general outdoor recreation areas. As a result, lands in Class 1 would be restricted to interpretation, study and observation, and lands in Class 2 to interpretation, hiking, horseback riding, fishing and observing nature. Lands in Class 3 would permit interpretive and outdoor activities such as camping, picnicking, boating, swimming, fishing and using a major road corridor; and those in Class 4 would permit recreational use and visitor activity centres.

Conceptual Plan

The conceptual plan proposed five major public-use centres. Cap-des-Rosiers-Est, on the gulf coast — since renamed Le Havre — was designated the main activity centre. Petit-Gaspé, on the Bay of Gaspé, was designated a sub-centre, and Cap Bon Ami, Grande-Anse and Penouille peninsula were designated secondary activity centres. The plan also envisaged the construction of a scenic parkway to provide access to lookout points, picnic areas and walking trails. To reduce the need for main thoroughfares, transportation facilities to move visitors from a central point to key locations also were proposed. The experience of outdoor life was to be enhanced by the development of campgrounds, hiking trails and picnic areas.

Public Hearings

In 1971, the National Parks administration made available the preliminary development plan, supported by maps and plans, for discussion and review at public hearings in the town of Gaspé on November 17 and in Rimouski on November 19. Recommendations made at these hearings or in briefs and letters received from individuals and organizations resulted in several changes to the plan. Following a review of all suggestions and objections, a revised master development plan was produced.

One major change to the preliminary plan was the decision not to proceed with the construction of a scenic parkway wholly within park boundaries. Responding to the wishes of community groups from L'Anse-au-Griffon and Cap-des-Rosiers, National Parks officials decided instead to relocate portions of the Laurencelle Road linking Cap-des-Rosiers on the gulf and Cap-aux-Os on the Bay of Gaspé, and to reconstruct the entire length of the road. They also decided to close to the public the secondary road between L'Anse-au-Griffon and a point on the Bay of Gaspé east of Penouille. This road now functions as a service road and multiple-use trail closed to vehicular traffic, and thus helps to conserve the area as a wilderness zone.

Early Development

The development of Forillon National Park began in 1970. Robert Marois, a bilingual officer of the National and Historic Parks Branch at Ottawa, was appointed superintendent. He established an administrative headquarters in the town of Gaspé and began to recruit a warden service, an interpretation officer and support staff.

The establishment of visitor services, including camping and picnic facilities, had priority. Camping was provided at Cap Bon Ami, a few kilometres east of Le Havre on the gulf coast, where a small provincial campground had existed, and at Petit-Gaspé on the Bay of Gaspé. A day-use area for bathing and picnicking was developed on the Penouille peninsula, for which tractor trains provided transportation to and from a 300-vehicle public parking area on the mainland.

Highways and Trails

The relocation of Highway 132 between Le Havre (Cap-des-Rosiers-Est) and the Bay of Gaspé, now known as the Laurencelle Road, began in 1972. A system of hiking trails also was begun, and among the early routes completed were those leading to Cap Bon Ami and to Cap Gaspé.

Another achievement was the development of an interpretation program for the park. Guided hikes introduced visitors to the flora, fauna and geological character of the Forillon peninsula. The park naturalist also undertook off-season studies of birds and mammals, geology, forest cover, and marine wildlife.

Park Activity Centres

The activity centres, which have been developed along the main thoroughfare — Highway 132 — or along park roads leading from the highway, are probably the greatest attraction for visitors. The centres are staffed by park personnel who are fully conversant with the features and amenities available in the park, and who are able to answer questions or to provide assistance when required.

At Trait-Carré, about 4.5 km east of Rivière-au-Renard, a park reception centre was constructed where visitors may obtain information, maps, brochures and suggestions for fuller enjoyment of the park's attractions. Le Havre, the park's main activity centre, has many attractions. A sheltered harbour with modern wharves provides anchorage for fishing vessels, and visitors may join the daily boat excursions operated by private enterprise along the coastline of the Forillon peninsula to its extremity, Cap Gaspé. Adequate parking for motor vehicles is available, and a modern campground provides accommodation. Day-use areas with washroom facilities and camp-tables also help to make picnicking enjoyable.

A new interpretation centre opened in Le Havre in 1983. Located on a site eminently suited for its purposes, the centre includes a theatre for audio-visual programs and a variety of exhibits explaining the geology, fauna, flora and marine life of the park and the Forillon penin-

sula and is a base for guided hikes along the rugged and precipitous shoreline.

Changes at Forillon
Over the centuries, Forillon peninsula has undergone great physical changes. About two kilometres southeast of Le Havre, this eastern extension of the Gaspé Peninsula narrows into a headland with sheer walls rising as much as 215 m above the sea. In his descriptive book *La Gaspésie*, Alfred Pelland states that Forillon is the remains of a mountain that in 1851 was precipitated into the sea. Apart from its almost vertical cliffs, the peninsula's most prominent feature is a lighthouse that guides navigators past the formidable headland.

Cap Bon Ami
A three-kilometre drive southeasterly along the Gulf of St. Lawrence takes visitors to Cap Bon Ami, where another modern campground has been developed. This area is very popular with hikers, for it is the starting point for a scenic trail that encircles Mont Saint-Alban — one of the higher points on the peninsula — and commands views of both the gulf and the Bay of Gaspé to the south.

Petit-Gaspé
Petit-Gaspé lies about four kilometres east of the junction of the Laurencelle Road and Highway 132 on the Bay of Gaspé. It is accessible over what is known as the "peninsula" road. One of the oldest of the former fishing communities on the bay, Petit-Gaspé was a tourist attraction even before the national park was established. The community's original settlers migrated from the British Channel Islands, and one of its outstanding show-pieces is St. Peter's Anglican Church, a small chapel that helps to link early settlement and commercial endeavours with the present.

At Petit-Gaspé, an adequate parking area, a modern campground, and picnic areas provide the usual amenities for visitors, and closeby are the sites of an early lead mine and a grist mill operated by the Simon family. In an outdoor amphitheatre, the park's interpretation service shows films, presents talks on features of the natural environment, and sponsors other activities. During the winter months, visitors are encouraged to ski along the peninsula road and adjacent trails.

Grande-Grève
At Grande-Grève, an original Gaspé settlement has been re-created to illustrate the national park theme — *Harmony between man, the land, and the sea.* This re-creation, which includes the restoration of old houses, commercial buildings, and other structures that formed a part of the original settlement, is intended to portray the traditional life-style of Grande-Grève. It presents a look back at the self-sufficiency of the farmer-fisherman; at cod-fishing as an essential economic activity; at the monopoly of the trading company operating in the vicinity; and at the physical environment, social organizations, and socio-economic development of the settlement up to the present.

Grande-Grève has adequate parking for vehicles, a wharf where boats may tie up, and stretches of beach where scuba diving may be enjoyed.

Indian Cove and Cap Gaspé
Following a "walk-about" among the buildings and former dwellings at Grande-Grève, visitors may complete their tour of the Forillon peninsula with a trip to its rugged and towering extremity at Cap Gaspé.

The peninsula walking trail is the final leg of the journey. A hike of about three kilometres leads to the lighthouse, which marks the eastern extremity of Gaspé Peninsula and provides nightly guidance to vessels plying the gulf or entering the Bay of Gaspé.

Fort Peninsula
A return westerly over the peninsula road to Highway 132 takes visitors to a heavily settled belt of land bordering the Bay of Gaspé, which was excluded from the park because of its concentration of population. Highway 132 recrosses the park boundary just east of its junction with the road up L'Anse-au-Griffon Valley, which is now closed to public-owned vehicles.

About 1.5 km west of the boundary is one of the most interesting features in the area — Fort Peninsula — a relic of Canada's participation in World War II. After the collapse of France in the summer of 1940, plans for the defence of the Atlantic coastal area were expanded. In August, a Canadian-American Permanent Joint Board of Defence was formed. At a meeting in Ottawa on August 27, the board adopted a recommendation that both underwater and harbour defences be completed at Halifax, Sydney, and Shelburne, Nova Scotia, and Gaspé, Quebec. Gaspé had become very important to naval planners because of its suitability as an anchorage for fleets of British or American warships in the event that Great Britain was invaded.

The Fort Peninsula installation comprised part of a naval base constructed on the Bay of Gaspé during the summer of 1941 at Sandy Beach on the south shore of the inner Gaspé harbour, four kilometres east of the town of Gaspé. Two fixed-defence batteries also were constructed — Fort Peninsula on the north side of the Bay of Gaspé just east of Penouille, and Fort Prével on the south shore of the Bay of Gaspé almost opposite the tip of Forillon peninsula.

The Gaspé naval base was never attacked, nor were its guns ever fired in anger, but it was a point of great activity. During 1942, 23 ships, including two warships, were sunk in the Gulf of St. Lawrence by enemy submarines. The base not only exercised control over naval countermeasures, but also assisted in the rescue and care of survivors of sinkings.

Occupation of Fort Peninsula was discontinued in June, 1945, following the end of the war. With the exception of the two large bombardment guns, the site was cleared of wartime installations. Park visitors may now freely use a park picnic area with benches, tables and other day-use amenities.

The Penouille Area
The Penouille peninsula has the finest bathing beaches and the warmest sea water in the park. Playground areas and a service building have been constructed nearby, and visitors may use dressing rooms and washrooms and obtain light meals and food supplies at a lunch counter.

In the 19th century, Penouille and Anse-aux-Cousins, across the Gaspé harbour, were the sites of whaling

operations, but whaling from Gaspé waned as the whale population declined from over-killing, and by 1867 the industry was no longer viable.

A Hikers' Paradise

I have mentioned some of the opportunities for recreation awaiting visitors to Forillon National Park, notably swimming, bathing and underwater exploration. For hikers, the network of trails throughout the park is most attractive. In addition to excursions along the rocky and precipitous shores of the Forillon peninsula, pedestrians can find much of interest along the undulating and leafy trails leading through the hilly or mountainous areas of the western portion of the park. These excursions may vary in length, according to personal choice, from a few kilometres to all-day trips of up to 30 km.

Conclusion

Forillon National Park is a key element of tourism in the Gaspé Peninsula, for it is strategically situated at the entrance to the Gaspé-Percé tourist route. Long before the area was completely redeveloped as a national park, visitor attendance was increasing annually. During the fiscal year 1974-75, more than 300,000 visitors were recorded; by 1978-79, visitation had reached 650,000; and in 1980-81, nearly 730,000 visitors were recorded. As Forillon's unique attractions become more widely known, it is expected that public use will continue to increase.

La Mauricie National Park

La Mauricie National Park, a typical example of the Quebec Laurentian mountain area, was established in August, 1970, to preserve as a national heritage a representative example of the Laurentian Shield. The park theme is *Laurentian Heritage*, and its numerous wooded hills, lakes and streams contrast sharply with the lowlands of the St. Lawrence River Valley. Almost equidistant from Quebec City and Montreal, the 549-km^2 park is easily accessible from Trois-Rivières, about 50 km to the south.

La Mauricie's physical outline resembles a huge horse-shoe, with the St. Maurice River forming its eastern boundary, the Matawin and St. Maurice rivers enclosing its northern limits, and a chain of long, narrow lakes flanking its western boundary. The southern boundary follows a surveyed line in the form of an arc, extending north from the Shawinigan River to a point south of Lac Écarté, and then southeast to the southern limits of Lac à la Pêche.

Three large natural corridors lie within the park: the valleys of Lac Wapizagonke and Lac Anticagamac; the valleys of Lac à la Pêche, Lac Édouard and Lac des Cinq; and the valley of the St. Maurice River. The last Ice Age, about 10,000 years ago, sculptured the round hills, clear lakes and sandy beaches within the park area. Although traversed through the timeless past by early nomads, including Indians, the area has never been settled permanently and is an oasis of peace and tranquillity. Its forests of various species of hardwood and evergreen shelter an abundant and varied fauna. Criss-crossed by numerous rivers and dotted with many small bodies of water, the park appears to have been designed by Nature for the purposes of both conservation and recreation.

Before the park was established, much of the area was held under timber leases by Consolidated-Bathurst paper company, which operates large mills in the nearby cities of Grand-Mère and Shawinigan. More than a dozen private clubs, most of them established for sport fishing, operated here from 1890 to 1970, leasing their building sites from the Government of Quebec. Today, all private interests in the park have been extinguished, but three club buildings have been retained for use as a park warden station, a public shelter (Wabenaki) and a youth camp.

Private use of the lands that now form the park left few scars because access was possible only over primitive roads and trails or by canoe or aircraft. Consequently, the relative wilderness of the park has allowed carefully planned development to provide amenities necessary for its use and enjoyment by the public.

La Mauricie is well situated to meet the recreational needs of a highly industrialized area of Quebec. The development of hydro-electric power along the St. Maurice River at La Tuque, Grand-Mère and Shawinigan Falls, now known as Shawinigan, has contributed to the manufacture of paper, newsprint, aluminum and chemicals. Shawinigan contains Canada's oldest aluminum smelting plant, which was established in 1900. From the early 1900s until 1963, when its rights and properties were taken over by Hydro-Québec, the Shawinigan Water and Power Company generated much of the electric power required in central Quebec.

Prehistoric Occupation

Archaeological studies have confirmed pre-European occupation of the La Mauricie region by members of North American Indian tribes, probably of the Algonquin confederacy. More than 30 sites used in prehistoric times have been identified along the banks of or on islands in lacs Wapizagonke, Caribou and Anticagamac. This chain of lakes along the western side of the park formed a natural route to penetrate northern areas by canoe from the great waterway, the St. Lawrence River. Although Indian occupation of these sites was largely transitory, evidence of use is found in the form of blackened stone hearths, primitive stone tools and pictographs, or rock paintings, which adorn a steep cliff of Lac Wapizagonke.

After Laviolette's founding of a trading post known as Trois-Rivières at the junction of the St. Maurice and St. Lawrence rivers in 1634, fur traders and Indians favoured the canoe route through rivers and lakes of the La Mauricie region to avoid the Iroquois nation, which had established control over the upper St. Lawrence River. The route lost much of its commercial prestige, however, after the founding of Ville-Marie (now Montreal) in 1642. Destined to become the nation's metropolis, Ville-Marie rapidly became a very important trading centre and siphoned off much of the early fur trade.

Iron Deposits Developed

Another early development in the region was Canada's first iron and potash industries at Les Forges du St. Maurice, about 11 km northwest of Trois-Rivières. The complex operated from 1730 until about 1883. In 1923, on the recommendation of the Historic Sites and Monuments Board of Canada to commemorate Les Forges du St. Maurice, the National Parks Branch of the

Department of the Interior erected a stone cairn supporting a bronze tablet. Fifty years later, in May, 1973, the governments of Canada and Quebec entered into an agreement that permitted Parks Canada to plan, develop and operate Les Forges du St. Maurice as a national historic park.

The Forest Industries

Before the iron industry reached its apex in the region of La Mauricie, the harvesting of the forests in this part of Quebec had begun. Rights to cut timber over large areas were obtained by Quebec entrepreneurs in 1831 and the years following. The first log shanty for winter forest operations was built by Edward Grieve in the vicinity of Lac à la Pêche in 1830. By 1852, timbered lands in the St. Maurice River area were held by at least 10 individuals or companies, one of whom controlled 3,522 km^2 and another, 4,921. Among the operators of these large holdings were George Baptist, George B. Hall, Gilmour and Company, and the William Price Company.

The lumber trade subsequently employed thousands of lumberjacks along the St. Maurice and Matawin rivers and their tributaries. Some of the timber was sawn into lumber for domestic use, but a great proportion was shipped from Trois-Rivières or Quebec to Great Britain or exported by rail to the United States. The first timber slide on the St. Maurice River at Shawinigan Falls was built in 1852, no doubt to facilitate the passage through turbulent waters of square timber, a product greatly in demand for many years by Great Britain.

The Shawinigan Water and Power Company's construction of hydro-electric power facilities at Shawinigan Falls between 1898 and 1903 led to the development of the area as a centre for the pulp and paper industry. For many years, the leading manufacturer was the Laurentide Paper Company. Eventually, its assets, together with those of competitors, were acquired by Consolidated Paper Company Limited, which merged with Bathurst Paper Limited in 1967 to form Consolidated-Bathurst Limited. As outlined earlier, rights held by Consolidated-Bathurst Limited within the boundaries of La Mauricie National Park were repossessed by the Government of Quebec to facilitate the establishment and development of the new national park.

Planning and Development

Following the federal-provincial agreement on August 22, 1970, to establish a second national park in Quebec, the director of the National and Historic Parks Branch at Ottawa took steps towards its development. By early 1971, administrative offices had been obtained in the city of Shawinigan and the first park officers had been appointed. These officers — Alfred Tremblay, superintendent; Fernand Dionne, works manager; Gilles Ouellette, park naturalist; and Jean LaFrance, chief park warden — all had previous experience in natural resource administration either in Quebec or in Ontario. As development of the park proceeded, park personnel changed. In 1978, when the District of La Mauricie was created, the responsibilities of the superintendent of La Mauricie National Park were expanded to include supervision of the administration of Les Forges du Saint-Maurice National Historic Park.

In December, 1970, the Department of Indian Affairs and Northern Development contracted with Sereq Incorporated of Montreal to prepare a master plan for the development of La Mauricie Park. The plan, which was submitted to the National and Historic Parks Branch in July, 1971, provided for the preservation of substantial portions of the park where ecological studies had revealed the presence of fauna and flora of special interest. The planners suggested that it was possible, by limiting the access of visitors to zones of unusual ecological concern, to concentrate zones of development in the southern part of the park, which was more accessible, and, by providing diversified activities, to make this portion of the park a major area of attraction for visitors.

Park Zoning

The planners recommended that the park be divided into four zones. Zone 1 would consist of areas having rare, unique or representative qualities. It would preserve and protect, among other things, landscapes, forest cover, fauna and archaeological sites. Zone 2 would incorporate wilderness areas, in which public activities would be restricted to hiking, cross-country skiing, canoeing, sport fishing and primitive camping. Zone 3 would consist of natural environment areas, in which developments might include primitive campsites, canoe campsites and trails leading into wilderness areas and might provide departure points for back-country use. Zone 4 would consist of outdoor recreation areas, and would make provision for permanent developments for visitor use, including a parkway and secondary roads. It would include campgrounds, picnic areas, observation points, a convenience store, canoe rental facilities, parking areas and visitor reception centres. General access to developed areas would be provided by a parkway linking the eastern entrance near Saint-Jean-des-Piles to the western entrance near the village of Saint-Mathieu.

Following studies, committee meetings and internal decisions, many of the planning contractor's proposals for the development of the park were adopted. In September, 1972, a provisional management plan for the development and operation of La Mauricie National Park was completed by the planning section of the Quebec Region Office under the direction of Denis Major, Regional Planning Chief. It provided for a fifth zone to accommodate intensive-use areas, permitting activities classed as almost urban in character.

Residents of the region were invited to express their opinions on the proposals for the new park at public hearings in Saint-Jean-des-Piles, Saint-Mathieu, Saint-Gérard-des-Laurentides, Grand-Mère, Shawinigan and Trois-Rivières. Among the projects endorsed was the construction of the parkway, with suggested increases in the number of road-side rest areas, picnic grounds, and points of access to adjacent lakes.

Park Development

Following the appointment of park personnel and the establishment of essential conservation services, early appropriations made provision for construction of access roads, a clean-up of the shores of the larger lakes and the development of major activity centres. A contract was awarded for the survey, clearing and construction of a parkway providing access to activity centres and permitting initial contact with the rich natural environment.

The first entrance to the park was developed near the village of Saint-Mathieu, following reconstruction of a road connecting the southern end of Lac Wapizagonke with provincial Highway 351. Another entrance was opened in 1974 at the southeast corner of the park, approximately six kilometres north of Saint-Jean-des-Piles, to offer direct access from the city of Grand-Mère. The first of five major activity centres was developed near the southern end of Lac Wapizagonke. Named Shewenegan, it occupied part of the property of the former Shawinigan Club, one of the largest clubs expropriated for park purposes. This area, which was opened to public use in 1972, provided a picnic ground, a beach, walking trails, a temporary interpretation centre, a lunch counter and a boat rental concession and served as a major departure point for canoeing and canoe-camping. The Mistigance campground, with service buildings and an amphitheatre, also was available to the public in that area of the park. In November, 1978, a final master plan was completed by the planning division of the Quebec Region of Parks Canada and approved by the federal minister responsible for national parks, the Honourable J. Hugh Faulkner.

Forest Fire Protection

From the beginning, the protection of forests from fire has been a concern of La Mauricie's administrators. Rather than depend on a system of fire roads for the transportation of fire-fighting equipment, the warden service charters, from private enterprise, aircraft equipped for landing on water. Natural landing areas for helicopters have been identified in each of 15 sectors of La Mauricie, and the park is a member of the Quebec-Mauricie Conservation Corporation, from which assistance may be obtained when the suppression of large or difficult fires is beyond the capabilities of the park staff. In 1980, the park's resource conservation service was able to control and suppress five separate fires in difficult terrain.

The Parkway

The most costly project undertaken in La Mauricie National Park was the construction of a 62-km parkway linking the eastern and western entrances and facilitating the visitor's first contact with this representative example of the Laurentian mountain wilderness. Separate contracts were awarded for clearing the right-of-way and for construction. The shorelines of many of the large lakes to which the parkway provided access were cleaned of driftwood, dead brush and flotsam.

In locating the road, park planners had sought to provide easy access to the various areas selected for visitor use, to make visible the spectacular scenery of the region, and to carry out construction at a reasonable cost. Construction began in 1972 and ended in the autumn of 1980 at a cost of 22 million dollars, including paving.

The parkway may be travelled throughout its length from either the eastern or the western visitor reception centre. The following is a brief description of the route from the eastern entrance, a few kilometres north of Saint-Jean-des-Piles.

The eastern visitor reception and interpretation centre, which was completed in 1982, is less than one kilometre north of the park boundary. It consists of several buildings, including parking facilities, a warden station, interpretation displays and a multiple-use theatre. From here, the parkway skirts the St. Maurice River for several kilometres and, after crossing Rivière à la Pêche, brings the motorist to the first major development area. This area, named Rivière à la Pêche, is open year round, and has been designed to offer special assistance to handicapped persons. It provides opportunities for camping, hiking and, in winter, skiing and has an amphitheatre for evening interpretation programs.

The next point of interest is Lac Bouchard, where a picnic area has been constructed to assist handicapped persons. From here, the parkway leads to Lac du Fou, where visitors may enjoy fishing and canoeing and picnicking. Eventually Lac du Fou will be an ideal point of access to back-country hiking trails. A little farther on, the visitor reaches Lac Édouard, the second major development area of the park. This area provides a wide variety of outdoor activities, including water sports, canoe-camping, picnicking, hiking and fishing and has an excellent beach, a snack bar, and a canoe-rental concession.

On the northern side of the parkway from Lac Édouard is Lac Soumire, which has a parking area for 70 vehicles. Lac Soumire is the main point of access to the Lac des Cinq corridor, which offers excellent fishing and canoe-camping. From Lac Soumire, the motorist continues westward to Lac Écarté, one of the largest bodies of water in the park. There is parking and excellent fishing here. A little farther on is Lac Alphonse, where the waters are reserved for fishing by senior citizens (65 years or over) and picnic tables and parking are provided.

Spectacular Area

Leaving Lac Alphonse, the visitor enters one of the most spectacular lengths of the parkway. The roadway climbs by easy switchbacks to a prominent lookout, Le Passage, which rewards the traveller with a magnificent southern view of the main expanse of Lac Wapizagonke. An interpretive exhibit at this viewpoint introduces visitors to the origin of the landscape of the Wapizagonke valleys. Proceeding downhill, the route crosses the north end of Lac Wapizagonke, which is nearly 16 km long. The Wapizagonke-north development area, accessible over a short sideroad, has the largest and most popular campground in the park and contains an outdoor amphitheatre, picnic areas, facilities for water sports and fishing, a canoe-rental concession and a campers' convenience store.

The parkway continues south from the Wapizagonke-north activity area, passing the eastern end of Lac du Caribou — a major departure point for back-country travel. Parking facilities here can accommodate 86 vehicles. The Lac du Caribou, Baie des Onze Îles, Baie Cobb, Lac Maréchal, Lac Tessier, Lac Webec, Lac Anticagamac, and Lac Wapizagonke system offers the finest opportunities for fishing and canoe-camping in the park. South of Lac du Caribou, the parkway rises again to the summit of a long ridge, west of Lac Wapizagonke, where two additional lookouts — Le Vide Bouteille and Île aux Pins — offer spectacular views of the lake and the rolling woodlands to the east. Le Vide Bouteille — literally, "the empty bottle" — was named so because it overlooks a sandy point where, over the years, fishermen have stopped for a drink.

Near the southern limits of Lac Wapizagonke, visitors

may enjoy the attractions of another major day-use area — Shewenegan. The park's most popular picnic-ground, Shewenegan offers a beach, hiking trails, canoe-rental facilities and a snack bar. It also is an important departure point for canoe-camping on Lac Wapizagonke. The first temporary interpretation centre at this site was formally opened to public use by Jean Chrétien, then Minister of Indian Affairs and Northern Development, on August 14, 1972.

Nearby is the Mistagance campground, which is accessible by road from the parkway. L'Esker, a picnic area at the southern extremity of Lac Wapizagonke, offers parking, water-sports facilities, and a boardwalk with interpretive panels over a bog area. La Clarière, a group camping area, is also nearby.

Before leaving the park at its southwestern corner, the motorist will pass another reception centre at the Saint-Mathieu entrance, where he may obtain information about the park, register for fishing and canoe-camping excursions, obtain any permits he may require and sample the services of Info Nature, a co-operative association that sells nature books, posters and souvenirs. Since 1982, Info Nature has assisted Parks Canada in promoting the natural and cultural heritage of the park. Profits from its operations are used to further La Mauricie's recreation and interpretation programs.

Other Recreation Areas

In addition to the activity centres described in the foregoing paragraphs, many other sites have been developed for the use of visitors. Most are located on or near one of the numerous lakes in the park and are accessible from the parkway, by roads or trails leading from the parkway, or through the park's main water corridors. Many of these sites have picnic tables and facilities for landing canoes. Most provide opportunities for the canoeist, fisherman or visitor seeking holiday relaxation. Indeed, La Mauricie offers some of the finest opportunities in Canada for canoe-camping, an activity for which its unique terrain is ideally suited. Park authorities have made the development of back-country facilities to assist canoe-campers a high priority. Consequently, this form of summer recreation has proven very popular: Some 19,000 canoe-campers are welcomed in the park each year.

Aid to Senior Citizens

Park authorities have also taken special care to meet the recreation needs of senior citizens. Three lakes have been reserved for their exclusive use, and one other lake is open for use by the physically handicapped. Suitable docks or ramps have been installed at these lakes.

Park Trail System

The development of a hiking trail system has had high priority in the provision of visitor facilities and services. During the initial 10 years of development, emphasis was placed on the location of relatively short trails near high-use areas such as Shewenegan, Esker, Wapizagonke-north and Lac Édouard. An extensive network of short and medium-length trails also was developed within a triangle formed by the Lac Édouard area, the Rivière à la Pêche area and the Saint-Gérard-des-Laurentides secondary entrance. These trails are open to hikers in summer and to skiers in winter. The total length of the hiking trail system is now about 86 km, and will exceed 100 km when a network of longer trails is developed throughout the northeast sector of the park.

Winter Use

The development of the park's system of hiking trails has been complemented by the use of abandoned logging and fishing club roads as ski trails. Approximately 70 km of marked and well-groomed trails are accessible from the Rivière à la Pêche development at the eastern side of the park. A three-kilometre trail has been reserved for snowshoers. Winter campers may use the campground at Rivière à la Pêche and other locations along the trails, but must register at the park administration office or the ski reception centre. Refuge Wabenaki, on the west side of Lac à la Pêche, has been preserved for use by groups of skiers or individuals during the winter months. It provides 10 beds in two dormitories.

Sport Fishing

For years, the Province of Quebec has been noted for its sport fishing, and the lakes of La Mauricie National Park help to perpetuate the legend. About 15,000 anglers are registered annually through a permit system. Speckled and lake trout are favored species, but northern pike, walleye, small-mouth bass, yellow perch and catfish are also found in park waters. A few of the park's lakes have been designated sanctuaries where fishing is prohibited. All sport fishing is subject to national park fishing regulations.

Interpretation Program

The physical characteristics and setting of La Mauricie National Park, although similar to other areas in south-central Quebec, are unique in Canada's national parks system. The park area is distinguished from the St. Lawrence lowlands by the pattern of rounded wooded hills, the profusion of sparkling lakes and the network of rivers and small streams. In most places — out of sight of roadways and trails — an atmosphere of primitive wilderness prevails, remaining much as it was when discovered by the early travellers and native Indians so many years ago.

The natural corridor formed by the valleys containing lacs Wapizagonke and Anticagamac is graphic testimony to the geological forces that formed the Laurentian Hills. Here, wind, rain, snow and ice slowly but surely, over centuries, worked their corrosive effects to mould and carve the hills and valleys. The last Ice Age left many traces in the form of ice-scoured rocks, moraines and eskers.

During the early development of the park, Parks Canada established an interpretation service to acquaint visitors with La Mauricie's unique ecological and geological history. Interpretive activities are offered at the interpretation and visitor reception centre located at the Saint-Jean-des-Piles entrance. The centre includes space for fixed exhibits, offices, and a multi-purpose theatre for audio-visual projections and talks. Seasonal slide programs are also offered at the Mistagance, Wapizagonke-north, and Rivière à la Pêche campgrounds. Guided walks and other special interest interpretive activities and exhibits are offered throughout the park. A unique and

popular activity during the summer months is a guided excursion in a 12-passenger Rabaska canoe.

Conclusion

Since the first visitors were admitted to La Mauricie National Park in 1972, Parks Canada has made amazing progress in providing amenities and improvements to permit public enjoyment of the park's primitive beauty and recreational resources. The southern portion of the park was made accessible by a modern parkway, designed to provide access to the attractive lakes, leafy trails, and countless opportunities for general enjoyment of an unspoiled out-of-doors. Farther afield, ancient waterways and well-maintained portages and trails challenge canoeists and hikers. Winter sports enthusiasts have access to many kilometres of interesting trails. For visitors less inclined to strenuous activity, interpretation programs, guided nature outings, and contemplation of the park's restful beauty provide restoration of both body and spirit. As time goes on, La Mauricie will remain a very strong link in Canada's chain of national parks.

Mingan Archipelago National Park Reserve

In June, 1984, the Parliament of Canada gave final reading to a bill to establish the Mingan Archipelago National Park Reserve along the north shore of the St. Lawrence River near Havre-Saint-Pierre, Quebec.

The Mingan Archipelago contains some 40 islands in a narrow band in the Gulf of St. Lawrence, just east of Sept-Îles and north of Anticosti Island. The islands are a unique and fragile area of great beauty, with unusual rock formations, flora, seabirds, whales, and other marine life.

In 1985, Parks Canada established an office for the park area at Havre-Saint-Pierre and began to consult the public on the development of a management plan.

The area will be officially declared a national park after the settlement of aboriginal land claims.

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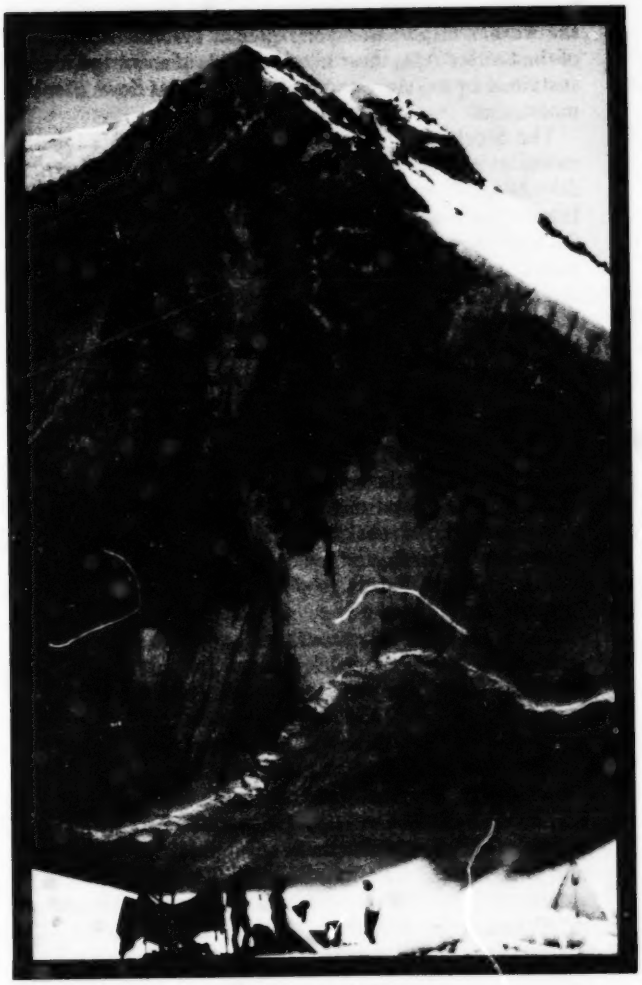


Mount Logan, Kluane National Park Reserve

Chapter 5

North of Sixty

Kaskawulsh Glacier, Kluane National Park Reserve

Introduction

In February 1972, the Minister of Indian Affairs and Northern Development, Jean Chrétien, announced that more than 48,000 km^2 in the Canadian North had been set aside for three new national parks.

These lands, in the Kluane area in the Yukon Territory and along the South Nahanni River and on the Cumberland Peninsula of Baffin Island in the Northwest Territories, would become Canada's first national parks north of the 60th parallel.

The three northern parks would increase the total area in Canada's system of national parks by more than 50 per cent, from 81,000 km^2 to 129,000 km^2 and, for the first time, the system would represent outstanding natural areas in every province and territory.

The minister had discussed the land withdrawals for the new parks with the commissioners of both territories and with the territorial councillors. All groups directly affected by the withdrawals had been given an opportunity to make their views known.

All parties understood that the federal government would not allow the proposed parks to affect in any way the traditional use of wildlife and fish resources by the northern native peoples. The parties also agreed to ensure that the Indian and Inuit peoples living near the parks would have a share of the jobs created and of every other economic advantage provided by the parks.

The National and Historic Parks Branch of the Department of Indian Affairs and Northern Development assumed responsibility for the administration and control of the lands and began to prepare development plans pending Parliament's consideration of amendments to the National Parks Act.

The 1974 amendments contained important provisions to respect the process of settling native land claims. Lands set aside for national park purposes were given the legal status of "reserves" pending settlement of the claims. As claims affecting lands reserved for a national park are settled, those reserves may, by further proclamation of Parliament and amendment to the Act, become legally known as national parks.

The government thought it was important to set aside lands in remote areas for future generations of Canadians — northerners and southerners — who might face unforeseen pressures, and its northern policy recognized the need to balance development to both benefit the people and protect the environment. The government believed that the national parks would stimulate tourism and provide economic and social opportunities for northern residents.

Kluane National Park Reserve

Kluane National Park, in the southwestern corner of the Yukon Territory, contains Canada's highest mountains and most spectacular icefields and some of North America's most remarkable wildlife populations. The 22,000-km^2 area encompasses most of the land set aside as the Kluane Park Reserve in 1942 and the Kluane Game Sanctuary in 1943.

Natural History

The St. Elias Mountains, among the most impressive in North America, run through the park in a southeasterly direction. Mount Logan, at 6,050 m, is Canada's highest peak. The extensive icefields of the St. Elias form one of the world's largest non-polar glacier systems. Remnants of the last Ice Age, these massive fields of snow and ice are sustained by moisture-laden Pacific air that flows over the mountains.

The Steele glacier is unusual because it sporadically moves at a very rapid rate. In the late 1960s, it surged downhill 488 m in one month. The Kaskawulsh and Lowell glaciers are outstanding examples of the moraine-flanked glaciers typical of the area. Other interesting geological features in the park include glacier-created sand dunes and deltas built by dust storms. In Kluane Lake, a large delta has been formed by the accumulation of wind-blown deposits from the Kaskawulsh glacier.

Flora and Fauna

Coniferous species such as white spruce are typical of the boreal forest growth of the river valleys. The vegetation is most luxuriant in the southeastern section of the park, as a result of the climatic influence of the Pacific Ocean. At altitudes of 1,500 to 1,800 m in the northern section, lichens, dwarf birch, and low shrubs embellish the tundra. Colourful arctic flowers grow from crevices and on rocky ledges of the mountains.

Arctic grayling, lake trout, northern pike, and ouananiche (landlocked salmon) are found in most of Kluane's lakes and streams. Large populations of golden eagle and ptarmigan inhabit the area, and the bluebird, once common to southern Canada, also nests here.

The world's last major bands of Dall's sheep live in the mountains; large numbers of moose inhabit the sub-alpine region; and caribou occupy the park's northern tundra uplands. The park is also home to mountain goats, wolves, and wolverines. The grizzlies of Kluane, which are smaller and more solitary than those found elsewhere, are rarely seen in groups.

Human History

During the Klondike Gold Rush of 1898, one of the routes for travellers from the Pacific was near the southeastern boundary of Kluane. Dalton Post, just outside the park, was a stopover camp. After the gold rush, prospectors travelled to other parts of the Yukon, and in 1904 the North-West Mounted Police established a control post on the south shore of Kluane Lake. In 1942, Kluane Lake was the meeting point for American and Canadian crews building the Alaska Highway.

Since the late 1800s, the St. Elias Mountains have been popular with mountaineers. Mount Kennedy, named for the American president, was climbed in 1965. During Canada's centennial year, other peaks were climbed and named for each province and territory.

Access

Kluane National Park lies 161 km west of Whitehorse and 2,253 km northwest of Edmonton. At Haines Junction, the Haines Road from the Pacific coast joins the Alaska Highway, which runs 129 km along the park's northern boundary. There is daily airline service to Whitehorse from Vancouver and Edmonton.

Nahanni National Park Reserve

Nahanni National Park is a 4,765-km^2 wilderness area containing the major portion of the South Nahanni, one of North America's finest wild rivers.

Natural History

Draining an area of more than 36,000 km^2, the South Nahanni watershed contains a number of strikingly different landscapes. The upper reaches flow through tundra-capped mountains inhabited by mountain goats, Dall's sheep, and caribou. At the northern edge of the park rise the peaks of the Ragged Range, location of Hole-in-the-Wall Lake and a 41° C hotspring. In the valley below, 20° C water from Rabbitkettle Hotsprings has formed a succession of terraces more than 27 m high.

The major cataract of the South Nahanni is Virginia Falls, where the river plunges more than 91 m. Twice the height of Niagara Falls and the most spectacular undeveloped waterfall in Canada, it shows more than 1.5 vertical hectares of waterface shrouded in mist. Several kilometres below the waterfall, tumultuous rapids and whirlpools mark the river's journey through a tortuous constriction known as Hell's Gate. Ten kilometres below Hell's Gate, the Nahanni is joined by its largest tributary, the Flat River.

Below this confluence lies Third Canyon, 19 km long and from 900 to 1,200 m deep. The Gate, a hairpin turn at the bottom of the canyon's 213-m vertical cliffs, is guarded by Pulpit Rock. Then the South Nahanni flows only a short distance before entering the narrow, steep-walled Second Canyon, which crosses through the Headless Range. Between Second and First canyons lies the wide gravel delta of Deadmen Valley. The precipitous walls of First Canyon, untouched by icesheets during the last glaciation, rise some 1,067 m, and the canyon's many caves are the first found north of the 60th parallel.

At the mouth of First Canyon, pools of 36° C water have collected below a sulphur hotspring and the immediate area supports a luxuriant growth of grasses, balsam poplar, and spruce. Between Yohin Ridge and the Twisted Mountain, the South Nahanni passes near Yohin Lake, a shallow, marshy lake providing ideal habitat for large numbers of waterfowl and an unusual growth of plants.

Eleven kilometres southeast of Yohin Lake, on the slopes of the Liard Range, wind and water erosion has sculptured spectacular sandstone arches, pedestals, and shallow caves. Powder-like sand from these formations covers the ground.

Flora and Fauna

More than 40 plants not previously recorded in the Mackenzie Mountains area have been identified in the park. For several species, growth in this area is a significant extension of their common range. Wild mint, goldenrod, yellow money-flower, and aster are among the many flowering plants growing in abundance near mineral springs along the Flat River. Large numbers of orchids are found near Virginia Falls.

The forests in the lowlands are composed of mainly boreal species. White spruce and balsam poplar dominate the dense growth along the valley bottoms. At higher altitudes and on northern slopes, black spruce becomes more prominent. Sedges, lichens, grasses, and shrubs cover the alpine tundra on the higher mountains in the Tlogotsho, Headless, and Funeral ranges. These regions and the steep cliffs of First Canyon are inhabited by Dall's sheep.

Nahanni contains more than 40 species of mammals. The forested river valleys provide prime habitat for moose and beaver, and the upper valleys for woodland caribou. Black bear and deer have been observed in the park. At least 13 species of fish, including arctic grayling and Dolly Varden trout, are found in the streams that flow into the Nahanni and Flat rivers.

More than 120 species of birds, including the golden eagle, Canada goose, American coot, wandering tattler, violet green swallow, and song sparrow, have been recorded in Nahanni.

Human History

The earliest inhabitants of the Nahanni area might have been Asiatics who were lured across the Bering Strait by the abundance of fish and game. Two nomadic Athapaskan tribes — the Slavey Indians and the Nahanni, meaning "people over there far away" — lived here as late as the 18th century. Their linguistic kinship with the peoples of eastern Asia can still be identified.

Early in the 1800s, the Northwest Company, and later the Hudson's Bay Company established trading posts along the Mackenzie River to support the fur trade, and the nomadic ways of the Indians came to an end.

Not until the early 20th century, however, did the Nahanni become a land shrouded in myths and legends. Tales of rich placer gold deposits lured prospectors to the area, and the later discovery of the headless bodies of some of these adventurers generated legends of fierce natives and mythical mountain men. In recent years, perhaps in response to the legends, there has been little trapping or prospecting.

Access

Nahanni National Park lies 145 km west of Fort Simpson, N.W.T., and 1,046 km northwest of Edmonton, Alberta. There are no roads to Nahanni. Access is by air or water. Fort Simpson, Fort Liard, Fort Nelson, and Watson Lake, Yukon, are the major jumping-off and supply points. All centres except Fort Liard are served by regular air service and all-weather highways via Edmonton. Charter aircraft are available at all centres. Nahanni Butte, at the mouth of South Nahanni River, has an earth airstrip, but limited fuel and few supplies are available. The Liard Highway links Fort Nelson, B.C., on the Alaska Highway, with Fort Simpson, N.W.T., on the Mackenzie Highway, which was opened in 1984. It passes within 30 km of Nahanni Butte and provides access to the Liard River at Blackstone Territorial Park, east of Nahanni National Park.

Auyuittuq National Park Reserve

Auyuittuq National Park, on the Cumberland Peninsula of Baffin Island, is representative of the vast arctic regions that make up more than one-third of the Canadian landscape. This 21,471-km^2 area lying along the 66th parallel contains spectacular fiords and deeply carved mountains dominated by a massive icecap.

Natural History

Auyuittuq's arctic coastline is incised by roughly graded valleys and fiords as long as 48 km, with vertical cliffs rising 914 m or more above the sea. The Penny Highlands lie inland. Mountains reaching 1,829 to 2,134 m are crossed by long, narrow valleys, many of which are filled with glaciers. Pangnirtung Pass, 97 km long and as deep as 1.6 km, is essentially icefree in summer and supports extensive tundra.

The Penny Ice Cap, which rises from 610 m in the northwest to more than 1,829 m in some areas, dominates the highlands. Covering 5,698 km^2, it is one of the largest icecaps in the northern hemisphere. Coronation glacier, the largest of the many long glaciers that extend from the cap, is 32 km long and 3 km wide. Bordering the highlands is rolling, hilly terrain covered with boulders and moraine. Isolated icefields occur in a few mountainous areas of the uplands where the peaks rise to 1,829 m.

Flora and Fauna

Whale, narwhal, seal, and walrus frequent the waters of Auyuittuq's fiords. Terrestrial mammals inhabiting the park include arctic fox, barren-ground caribou, and the endangered polar bear. Several other endangered species — atlantic walrus and blue, humpback, and right whales — are also found in the area.

Canada goose and snowy owl are among the 40 species of birds that nest here, and rare species such as the gyrfalcon and whistling swan are also found.

The tundra in the river valleys and Pangnirtung Pass supports an almost continuous cover of lichen and moss heath, with a few dwarf shrubs. Frost polygons, soil patterns caused by the cycle of freezes and thaws, are found in the marshy lichen areas of Pangnirtung Pass. The boulders in the rock-strewn barrens of the uplands are often covered with crustaceous lichens and, during the summer, flowering plants such as arctic poppy and saxifrage cover the rocky slopes in brilliant colours.

Human History

One thousand years ago, Baffin Island was a site of the Thule culture. Archaeologists have discovered the ruins of several Thule communities in the area of Cumberland Sound. Today there are two Inuit settlements near the park, one at Pangnirtung, at the mouth of the Pangnirtung Fiord, and the other on Broughton Island, off the northwest coast of the peninsula.

Access

Auyuittuq National Park is 2,575 air kilometres northeast of Montreal. A commercial airline operates a daily jet service to Iqaluit (Frobisher Bay), 290 km from the park, and regular service to Pangnirtung, 32 km from the southern boundary.

Northern Yukon National Park

In June 1984, Parliament approved a bill to establish Northern Yukon National Park. Covering an area of about 10,000 km^2, the new park extends from the western portion of Yukon's North Slope, on the Beaufort Sea, along the Yukon-Alaska boundary to the height of land and watershed in the South and to the Babbage River in the east.

Canada — COPE Agreement

The park was established as a result of an agreement between the Government of Canada and the Committee for Original People's Entitlement (COPE). The traditional hunting, trapping, and fishing rights of the Inuvialuit people will be respected within the new park.

The northern Yukon is a spectacular wilderness area and a superlative wildlife habitat. It is a major North American waterfowl area and contains an important migration route and calving ground for about 100,000 animals of the Porcupine herd of barren-ground caribou. North America's three bear species, the grizzly, the black bear, and the endangered polar bear, are all found within the park.

The development plans for Northern Yukon National Park will emphasize its wilderness character.

Ellesmere Island National Park Reserve

In September 1986, the federal Minister of the Environment and the Minister of Economic Development and Tourism of the Government of the Northwest Territories signed an agreement to establish Ellesmere Island National Park Reserve.

Most Northerly Lands

The park reserve covers 39,500 km^2 of the most northerly lands in Canada and includes mountain ranges, glaciers, fiords, and Lake Hazen, the largest lake north of the Arctic Circle.

Ellesmere Island, which lies 2,500 km northeast of Yellowknife, is a land of long, harsh winters and brief, cool summers, of cold, dry winds and very light snowfalls. As a result, most of the area is a polar desert — windswept and arid, with few plants and little animal life.

Thermal Oases

Yet, despite the severe climate, areas of thermal oasis, such as the one around Lake Hazen, are moist and warm enough to support vegetation and to maintain animal life. These areas are known for their large populations of arctic hare, which often gather in the hundreds. Small herds of musk-oxen roam where there is suitable food, and Peary caribou can be found in small groups throughout the region. A few wolves, arctic fox, and polar bears are the primary predators in the area. About 30 species of birds visit the Queen Elizabeth Islands.

One of the most significant aspects of the land is its fragility and susceptibility to environmental damage. The national park reserve is protected under the National Parks Act to ensure that its features are preserved for posterity. Care will be exercised in the planning, management, and public use of the park reserve to maintain unimpaired the area's wilderness values and sensitive features.

Chapter 6

Casemates of the King's Bastion, Louisbourg National Historic Park, 1924

National Historic Parks and Heritage Canals

Dedication Ceremony for the Cairn at King's Bastion, Louisbourg National Historic Park, August 1926

Introduction

(Note: The text of this chapter was edited from a number of sources.)

Historic resources in Canada are scarce, often unique, non-renewable, tangible relics of man's past. They range from archaeological evidence of man's earliest presence on this continent to examples of recent architecture and technology; from archaeological specimens through documents and antiques to buildings and large tracts of land. All are in some measure creations of the human mind and hands, illustrations from the past which, if preserved, can benefit present and future generations. They are easily destroyed and, once gone, can never be replaced.

The protection of historic resources in Canada is a responsibility shared by different levels of government and accomplished in a variety of ways. Museums deal primarily with the collection, preservation, and display of cultural objects. National historic parks attempt to provide a realistic environment in which historic resources can be made accessible to the public in their original location and in an authentic setting. Canada's national historic parks and sites commemorate people, places, and events that have shaped our cultural heritage.

Interest in creating historic sites grew with the rise of nationalist sentiment at the end of the 19th century. A number of local groups successfully preserved some important historic buildings. The Montreal Antiquarian and Numismatic Society acquired the Château de Ramezay for a museum building in 1895, and Toronto historical groups fought successfully to save old Fort York from destruction. The federal government, in 1907, created the Quebec (later National) Battlefields Commission to develop and preserve the site of the 1759 "Battle of the Plains of Abraham." Having no structures of the period to work with, the Commission planned a landscape park with commemorative monuments.

Historic Sites and Monuments Board

In 1919, the federal government established the Historic Sites and Monuments Board of Canada to advise on implementing a national program of commemoration and preservation of historic sites. In early 1922, the first commemorative plaque approved by the Board was set in place on a cross at Port Dover, Ontario, marking the spot where, in 1670, a similar cross claimed sovereignty of the Lake Erie region in the name of Louis XIV. More than 900 plaques have since been erected, and some 75 national historic parks and major sites have been developed, on the Board's recommendations.

Until the 1930s, efforts at developing historic sites were largely confined to interpretive plaques. If historic ruins were present they were usually left unimproved, with minimal effort made to prevent further deterioration. It was considered that reconstruction or major restoration harmed the historical integrity of a site, and the scarcity of funds for expensive restoration projects no doubt encouraged this approach.

Several old forts controlled by the army were transferred to the National Parks Branch. Fort Anne, at Annapolis Royal, Nova Scotia, was made a national historic park in 1917. Fort Beauséjour, New Brunswick; Fort Chambly, Quebec; and Fort Wellington, at Prescott, Ontario, were also preserved as national historic sites.

Preservation projects were rare, on the whole. The success of large restoration projects in the United States, particularly the reconstruction of Colonial Williamsburg in the 1920s, was largely responsible for changing this attitude. Increased spending on public works during the Depression provided further stimulation. In the 1930s the Niagara Parks Commission, an agency of the Ontario government, undertook four significant historical projects, two of which, Fort George at Niagara-on-the-Lake and Fort Erie, involved reconstructing fortifications. Later, the provincial and federal governments undertook the restoration of Fort Henry at Kingston, where much of the original fort remained intact. Interiors were furnished with period reproductions and historic artifacts.

The Fortress of Louisbourg

The largest reconstruction project undertaken was the Fortress of Louisbourg, near Sydney, Nova Scotia. In 1961, the Government of Canada began to rebuild part of the former French fortress, which had been demolished by the British in 1758. This involved reconstructing part of the old town as well as the fortifications. Today, interiors have been replicated and the site is interpreted by costumed guides who explain aspects of 18th-century life at Louisbourg.

Louisbourg was designated a national historic site in 1928, and a national historic park in 1940. During the 1930s some of its ruined buildings were outlined on the site, and a museum was built. There it all remained — a ruined fortress twice besieged and captured, a deserted town once the capital of a colony and home to more than 5,000 fishermen, soldiers, merchants, artisans, shopkeepers, bureaucrats, and their families; an archaeological townsite whose significance and potential for interpretation were unsurpassed in North America.

The initial reason for the reconstruction at Louisbourg was economic — the lessening demand for Cape Breton coal and threatening unemployment. A royal commission headed by the Hon. E.C. Rand investigated the matter and made some far-reaching recommendations, one of which was the development of tourism.

Tourism meant, among other things, doing something with the Fortress of Louisbourg. In 1960 the federal government authorized the beginning of a 25-million-dollar program to reconstruct one-fifth of the fortress and town and re-create a historical cross-section of military, maritime, commercial, administrative, and domestic pursuits as they had originally existed in Louisbourg.

"What could be more stimulating to the imagination or instructive to the mind," the Rand report concluded, "than a reconstruction that would give a comprehensive representation of the material and cultural forms set up in a strange land inviting settlement."

Louisbourg brings to the national park system a variety of natural and historic features that deserve presentation. Its 60 km^2 include Atlantic coastline, salt marshes, and nesting places for numerous aquatic birds. Black Rock, a siege position which shows the remains of French attempts to demolish it, is also the most visible element of a geological sequence that extends back 500 million years, to the area's volcanic origin.

The marshy plain of Gabarus, which protected much of the landward front of the fortress, is shelter for deer and foxes, as well as a major example of bog vegetation. Kennington Cove, where the British fought their way

ashore in an amphibious landing in 1758, has an excellent sandy beach and a small island that is a gathering place for seals. Freshwater Brook, which marks a line of British regimental campsites, houses a colony of beavers. The tall-stalked angelica, found only in the Louisbourg area, was introduced from Europe and descends from herbs once grown in the fortress.

Ultimately, the buildings at Louisbourg are synthetic — the same kind of facsimile historical district that the Europeans rebuilt in their ruined cities after World War II, and for the same reason — to recapture and preserve the spirit of the past. For such a purpose the buildings themselves, while they must be as accurate as possible, faithful in "line, level, and fabric" to historic sites policy, are primarily a point of departure, a physical setting in which to explain and encourage understanding of an earlier way of life. And that's conservation too, on a scale and in a style that some preservationists have yet to acknowledge.

Louisbourg is interesting as a more European, and possibly a more sophisticated, colony than Quebec; as a maritime and commercial centre whose fisheries far outweighed the fur trade in value; and as a culture increasingly distinct from that of the French hinterland.

The staff at Louisbourg are re-learning and demonstrating the trades, skills, attitudes, social customs, and values of an earlier and quite different culture. Those who visit the fortress seldom go away without an appreciation of the intangible elements in their heritage. Louisbourg offers that kind of cultural set-piece. It is a moment in time, and in its interpretation Parks is trying — and generally succeeding, it hopes — to make the fortress a valid experience for visitors and a benchmark in Canada's heritage.

The use of costumed animators is important, not because it is a "crowd pleaser" and an inducement to visit the site. Animation at Louisbourg aims not at demonstrating familiar frontier crafts, or firing guns, but at portraying the everyday life of a community.

Louisbourg continues to be the Government of Canada's most ambitious attempt to develop its historic resources. Along with the conservation and interpretation of some unique and significant aspects of Canada's physical heritage, it is preserving a vanquished culture and contributing to that "elevation of mind and spirit" envisioned by the Rand Report, not only for the people of Cape Breton but for all Canadians.[1]

Rapid Growth of Activity

By the mid-1950s, the federal government had turned its attention to 40 sites, 38 of which were complexes transferred from the military. In 1968, the Parks Branch was in the process of developing four major historic parks, but in the whole system not a single park had been fully developed.

The reconstruction of the Fortress of Louisbourg and the addition of fur-trading posts, two lighthouses, and the Palace Grand Theatre in Dawson City broadened the national system and pointed to a coming explosion. Canadians were becoming more and more interested in their history. This was reflected over the next 10 years in an astonishing increase in park acquisitions. Many new historic parks and sites were acquired and developed, including Lower Fort Garry at Selkirk, Manitoba, the RCMP schooner *St. Roch*, and Sir Wilfrid Laurier House at Ville-des-Laurentides. This increased activity was reflected in the branch's budget. The historic park budget for 1953 had been $6.9 million; for 1963 it was $14.2 million; by 1973 it was $22.7 million; and by 1983 it had reached $63.3 million.

During this period, Parks Canada showed other forms of leadership. Preserving a historic site demands a great deal more than money: It demands a commitment to assembling a team of experts that will preserve a site with skill and integrity. Parks employs trained archaeologists, historians, architects, engineers, conservators, curators, and animators whose attention to detail and dedication meet the highest professional standards.

The Canadian Inventory of Historic Building

In the early 1970s Parks Canada launched a computerized stock-taking of the country's historic architectural resources. This inventory was designed to provide, in rapid retrieval form, data and comparative examples of architecture dating up to 1880 in eastern Canada and up to 1914 in western Canada.

The Canadian Inventory of Historic Building was a four-phase operation, which, in phase one, recorded 192,000 buildings. Technologically, the Inventory was the world's most advanced building survey system. The possibilities of the system were endless: It could be used to find the path of least resistance for a new highway or hydro line, to chart social patterns, to analyze economic history, or to study architecture. The Inventory was clearly intended to be more than a tool for Parks Canada alone; it could also be used by the provinces, municipal governments, urban planners, historians, and local preservationists.

Cost-Sharing

The late 1960s marked the coming of cost-sharing projects in which sites were developed with funds provided by the federal government, provinces, municipalities, non-profit organizations, and the private sector. The Commissariat in St. John's, the Halifax Waterfront buildings, Papineau House in Montreal, Victoria Hall in Cobourg, Craigflower Manor in Victoria, and buildings in Dawson City were preserved through such agreements.

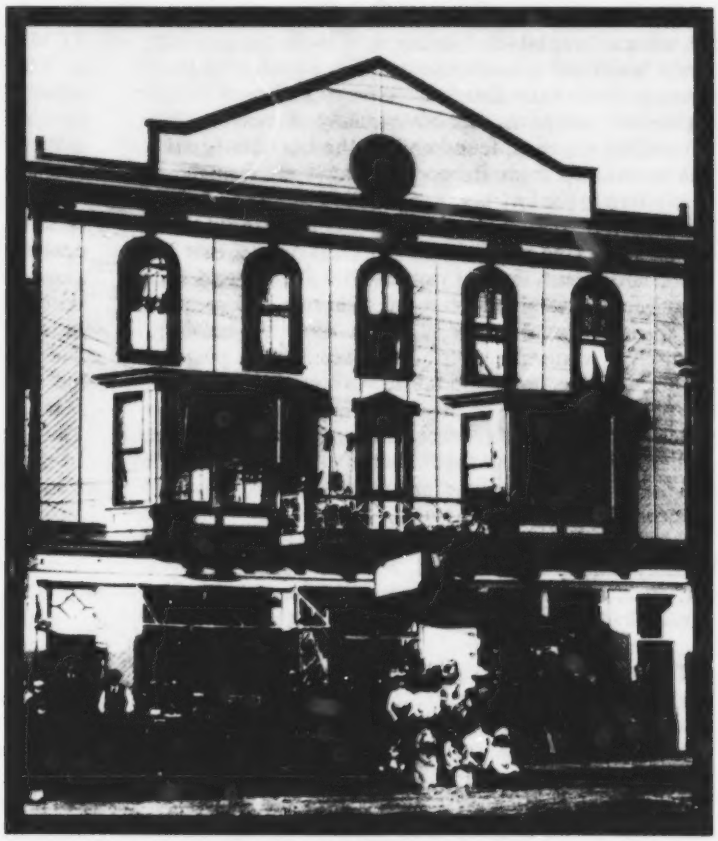
Policy on Federal Heritage Buildings

Parks Canada encouraged the Government of Canada, as the country's largest single owner of heritage properties, to renovate, restore, and recycle its own vintage buildings. An interdepartmental committee was established to coordinate the policies of the various departments and, in 1982, a formal policy statement defined the terms under which federal government agencies would maintain their own historic buildings.

Heritage Canals

In the early part of the 19th century, prior to the development of railroads and highways, British North America embarked on a period of canal-building. At Confederation, these important trade routes came under the jurisdiction of the federal government.

In 1972, responsibility for certain historic canals was transferred from the Department of Transport to Parks Canada. Today, the Parks Service administers the



Palace Grand Theatre, Klondike National Historic Sites, Dawson City

Chaffey's Lock, Rideau Canal, 1905

St. Peters Canal in Nova Scotia; the Chambly, Carillon, Ste. Anne, St. Ours, and Lachine canals in Quebec; and the Rideau, Trent-Severn, and Sault Ste. Marie canals in Ontario.

While the commercial role of the canals has diminished, their use as recreational waterways has increased tremendously. Heritage canals have taken on new significance as historic examples of Canadian engineering technology and as scenic corridors whose beauty and recreation opportunities are enjoyed by urban residents as well as by boaters.

Canadian Heritage Rivers

In Canada we still have rivers that flow through essentially natural environments, whose channels are unobstructed and whose waters are relatively unpolluted. Such rivers are outstanding examples of our natural heritage. Many have been a source of food and a means of transportation for native peoples and early settlers, and have played a significant role in the exploration, trade, and development of Canada. They are important elements of our natural and cultural heritage that should be preserved in an unspoiled state for the benefit of present and future generations.

The Canadian Heritage Rivers System is a co-operative program between the federal, provincial, and territorial governments to give national recognition to the important rivers of Canada, and to ensure management of these rivers in ways that will conserve their natural, historical, and recreation values for the benefit and enjoyment of Canadians.

The first rivers to be designated as Canadian Heritage Rivers were the historic French River in Ontario and the Alsek River in Kluane National Park Reserve in the Yukon.

Chronology of Significant Events Relating to National Historic Parks and Sites

From *Records of Parks Canada* (RG84), Public Archives of Canada, General Inventory Series.

1914: Fort Tom Howe at Saint John, New Brunswick, was established as the first national historic park. The property was returned to the city in 1930 to be administered as a "civic park".

1917: Fort Anne, at Annapolis Royal, Nova Scotia, was transferred from the control of the Department of Militia and Defence to the Department of the Interior. The 12-ha site, comprising the relics of the old fort, was designated a Dominion Historical Park.

1921: On recommendation of the Commissioner of Dominion Parks, the Historic Sites and Monuments Board of Canada was established to develop a policy for historic sites in Canada and their relative historical value. The Board was to act in an advisory capacity to the department on the question of acquisition, promotion, and future development of historic and prehistoric sites of national importance. Its members, selected from experts in the field and prominent Canadian historians, reported to the federal government through the Dominion Parks Branch. The original members were E.A. Cruikshank (Chairman), Dr. James H. Coyne, Dr. Benjamin Sulte, Archdeacon W.O. Raymond, W.C. Milner, and J.B. Harkin. F.H.H. Williamson, the Deputy Commissioner of Dominion Parks, served as Secretary to the Board. The Board's first task was to undertake a national survey of existing historic sites and of their national importance. Louisbourg, the St. Maurice Forges, forts Chambly and Lennox, three sites in Huronia, and Fort Prince of Wales were among those which received special attention.

1922: Fort Prince of Wales, located at the mouth of the Churchill River, Manitoba, was set aside as an historic memorial site.

1928-1929: Most of the land included in the original site of the Fortress of Louisbourg was purchased from its owners by the National Parks Branch.

1941: A replica of the Port Royal Habitation of 1605 was officially opened to the public. It was the first major restoration project undertaken by the National Parks Branch.

1951: The Hudson's Bay Company donated legal title to Lower Fort Garry to the people of Canada and the federal government designated the fort a national historic park. The Department of National Defence transferred control of the Halifax Citadel for development as a national historic park.

1952: The Royal Commission on National Development in the Arts, Letters and Sciences (Massey Commission) made several recommendations concerning the work of the Historic Sites and Monuments Board, the most important of which were that the Board be reorganized and a statement of policy concerning its work adopted, and that emphasis be placed on preserving and restoring historic sites and buildings rather than on granting historical plaques.

1953: The Historic Sites and Monuments Act defined the powers of the Minister and of the Historic Sites and Monuments Board in relation to historic places. The Board was to advise the Minister on the acquisition and commemoration of historic places and on the establishment and operation of historical museums.

1959: Maillou House, an 18th-century house in Quebec City, was restored. It was the first building preserved for its architectural, as well as its historical, interest.

1961: A long-term program was launched to restore a portion of the Fortress of Louisbourg.

1961-1963: Major restoration projects were undertaken to commemorate the Klondike Gold Rush. The Palace Grand Theatre, the S.S. *Keno*, the Discovery Claim on Bonanza Creek, and the original townsite of Dawson City were all declared national historic sites.

1967: Bellevue House, a Kingston home of the young Sir John A. Macdonald, was opened as a national historic park.

1969: The Fortress of Louisbourg National Historic Park was officially opened.

1970: A memorandum of agreement was signed with the Government of Newfoundland for the development as national historic parks of L'Anse aux Meadows, site of an 11th-century Norse settlement, and Port-au-Choix, site of a Maritime Archaic Indian burial ground.

1972: Six canal systems that had outlived their commercial use, but were considered historically significant, were transferred to Parks Canada from the Department of Transport. They were the Richelieu River, Beauharnois, and Ottawa River canal systems in Quebec, the Rideau and Trent canal systems in Ontario, and the St. Peters Canal in Nova Scotia.

1974: The former RCMP vessel *St. Roch*, the first ship

to navigate the Northwest Passage in both directions, was officially opened to the public in Vancouver as a national historic site.

1976: Bethune House, the birthplace of Dr. Norman Bethune, in Gravenhurst, Ontario, was officially opened. The Department of External Affairs had purchased the house and turned it over to Parks Canada.

1977: The Historic Sites and Monuments Act was amended to provide for representation from the Yukon and the Northwest Territories on the Historic Sites and Monuments Board.

1978: The chairman, Marc Laterreur, and other members and staff of the Historic Sites and Monuments Board of Canada were killed in a plane crash while en route to a commemoration ceremony in Newfoundland.

1980: Riel House National Historic Site in St. Vital, Manitoba, was officially opened.

1982: A steamboat flotilla was one of nearly 500 events organized by communities between Kingston and Ottawa to mark the 150th anniversary of the Rideau Canal.

1984: The W.R. Motherwell Homestead, the farm and residence of one of Saskatchewan's early farming organizers, who later became federal Minister of Agriculture, was officially opened.

Chairmen (and Acting Chairmen) of The Historic Sites and Monuments Board of Canada

1919-39 Brigadier-General E.A. Cruikshank
1940-42 Board did not meet
1943-49 Dr. Clarence Webster (New Brunswick)
1950-57 Dr. Fred Landon (Ontario)
1958-59 Father Antoine d'Eschambault (Manitoba)
1960-67 Dr. Bruce Fergusson (Nova Scotia)
1968-72 Mr. Allan Turner (Saskatchewan)
1973-78 Dr. Marc Laterreur (Quebec)
1978-80 Dr. Leslie Harris (Newfoundland)
1981-86 Dr. J.M.S. Careless (Ontario)
1986- Professor Thomas Symons (Ontario)

Endnote

1. The paragraphs on Fortress of Louisbourg National Historic Park are taken from John Fortier, "Louisbourg Lives Again," *Conservation Canada* 2:3, 1976, pp. 3-7

National Parks of Canada
1 Kluane
2 Northern Yukon
3 Nahanni
4 Wood Buffalo
5 Ellesmere Island
6 Auyuittuq
Prince Edward Island
7 Pacific Rim
8 Mount Revelstoke
9 Glacier
10 Yoho
11 Kootenay
12 Banff
13 Jasper
14 Waterton Lakes
15 Elk Island
16 Grasslands
17 Prince Albert
18 Riding Mountain
19 Pukaskwa
20 Georgian Bay Islands
21 Point Pelee
22 St. Lawrence Islands
23 La Mauricie
24 Forillon
25 Mingan Archipelago
26 Kouchibouguac
27 Fundy
28 Prince Edward Island
29 Kejimkujik
30 Cape Breton Highlands
31 Gros Morne
32 Terra Nova